



**Photo: Chesterfield County Courthouse**

# 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).

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## AGENDA

### CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, December 9, 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\\_u5g3LnDpQkaYicoXOqY9fQ](https://planrva.org.zoom.us/webinar/register/WN_u5g3LnDpQkaYicoXOqY9fQ)

1. **Welcome and Introductions**  
(Smith)
2. **Roll Call & Certification of a Quorum**  
(Scott)
3. **Consideration of Amendments to the Agenda**  
(Smith)
4. **Approval of November 4, 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**  
(Walker/20 minutes)  
**Action requested: motion to recommend full Authority adoption of CVTA Regional Project Selection and Allocation Framework.**
8. **Working Capital Reserve Strategy - Regional Project Funding** - page 7  
(Parsons/20 minutes)  
**Discussion item.**
9. **Wayfinding Implementation - Standard Project Agreements** – page 18  
(Parsons/15 minutes)  
**Discussion item.**
10. **Round 4 Application Process – Timeframe** – page 29  
(Parsons/10 minutes)  
**Discussion item.**

**11. CVTA TAC Member Comments**

*(Chair/5 minutes)*

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

*(Chair)*

**13. Adjournment**

*(Chair)*

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

**ZOOM MEETING MINUTES  
November 4, 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	X
Amy Inman		Randy Hardman (A)		Sharon Smidler (A)	X
Kelli Le Duc (A)	X	Powhatan County		City of Richmond	
		Bret Schardein (A)		Dironna Moore Clarke	X
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTPO	
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)		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 October 7, 2024, CVTA TAC Meeting Minutes**

On motion by Amy Inman, seconded by Joseph Vidunas, 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.

- Transit scoring and activity centers. Myles Busching recapped the previous discussion on the matter and noted that adding a 4<sup>th</sup> goal area is the option staff recommends. A sub-committee will be formed to work out the details of this issue prior to the December TAC meeting. Dironna Moore Clarke, Todd Eure, Amy Inman, Frank Adarkwa/Patricia Robinson, Tiffany Dubinsky/Wood Hudson and Chair Smith/Chessa Walker will be the members.
- Deobligation process. This is pending as the Authority will be asked to adopt the deobligation policy.
- Use of leveraging for PE. Committee members discussed various options and the impact of potential future bonding. There was a consensus to remove the budget figures. A list of projects that might be potential bond projects will be reviewed at the next meeting so the group can discuss how best to get them ready.

## **8. Fall Line Trail Long-Term Management/Maintenance**

Mr. Parsons reported that since the CVTA is not equipped to manage the trail, but is the primary funding source for the trail, the Authority wants to make sure the trail is managed and maintained correctly. The document on today's agenda was compiled to detail all of the options going forward.

He noted a map is included that details which parts of the trail will be VDOT maintained and which parts will be locality-maintained.

On motion by Sharon Smidler, seconded by Amy Inman, the members of the CVTA Technical Advisory Committee voted unanimously to recommend full Authority acceptance of the report titled Fall Line Trail Management: A Resource Guide.

## **9. Round 4 Application Process - Timeframe**

Mr. Parsons reviewed the updated schedule 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.

## **10. Fall Line Wayfinding - Reimbursement Process**

Mr. Parsons reported that the Authority set aside 1.5M for wayfinding implementation. Staff has been working with financial officers and legal counsel and it seems that adding wayfinding details as amendments to existing SPAs would be the best way to handle it.

**11. CVTA TAC Member Comments**

There were no member comments.

**12. Next Meeting: December 9, 2024, at 1:00 p.m.**

**13. Adjournment**

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

## CVTA TAC AGENDA 12/9/24; ITEM 8.

### Working Capital Reserve Strategy – Regional Project Funding

#### Central Virginia Transportation Authority

**BACKGROUND:** The CVTA has committed to establishing a Working Capital Reserve to provide a safeguard for regional project allocations as the development atmosphere evolves over time. The strategy below outlines the process 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**

**DISCUSSION ITEM:** 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



PROJECTS																
ID	Title	Admin	UPC	TOTAL Est	Other Funds	Previous	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total CVTA	Balance to Complete	Notes
CVTA-0001	#FLT - DB 2 - Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B)	VDOT	121511	\$ 72,440,000	\$ 42,457,388	\$ 25,000,000								\$ 25,000,000	\$ 4,982,612	Moved \$25M from DB3 to DB2 per CVTA Action (Sept 2023)
CVTA-0002	#FLT - DB 1 - Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4)	VDOT	121374, 119599	\$ 17,459,709	\$ 9,078,599	\$ 7,200,607	\$ 1,180,504							\$ 8,381,111	\$ (1)	
CVTA-0003	C Commerce Road - FLT Phase II	Local		\$ 76,158,981	\$ -	\$ -		\$ 4,767,006	\$ 8,456,857			\$ 11,434,376	\$ 13,500,000	\$ 38,158,239	\$ 38,000,742	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0004	#FLT - C Commerce Road - Phase I	Local	118946	\$ 12,441,459	\$ 9,441,459	\$ 1,391,127		\$ 984,860	\$ 624,013					\$ 3,000,000	\$ -	
CVTA-0005	#FLT - DB3? - Chesterfield (Segments 2C - 3A)			\$ -	\$ -	\$ 194,503								\$ 194,503	\$ (194,503)	Moved \$25M from DB3 to DB2 per CVTA Action (Sept 2023)
CVTA-0006	#FLT - Manchester Bridge (Segment 4E-R)			\$ 34,007,461	\$ -	\$ 1,500,000								\$ 1,500,000	\$ 32,507,461	
CVTA-0007	#FLT - Bryan Park (Segment 6B)	Local		\$ 3,760,000	\$ -	\$ 3,000,000								\$ 3,000,000	\$ 760,000	
CVTA-0008	#FLT - Park St (Segment 6C)	Local	117047	\$ 890,000	\$ 437,000	\$ 713,000								\$ 713,000	\$ (260,000)	
CVTA-0009	#FLT - Lakeside Community Trail Ph 1 (Segment 6D.1)	Local	118065	\$ 3,310,000	\$ 2,560,519	\$ 396,504								\$ 396,504	\$ 352,977	
CVTA-0010	#FLT - Lakeside Community Trail Ph 2 (Segment 6D.2)	Local	118091	\$ 4,290,000	\$ 3,363,217	\$ 803,000								\$ 803,000	\$ 123,783	
CVTA-0011	#FLT - Lakeside Community Trail Ph 3 (Segment 6D.3)	Local		\$ 4,150,000	\$ -	\$ 3,073,000								\$ 3,073,000	\$ 1,077,000	
CVTA-0012	#FLT - Brook/Hilliard Road Diet (Segment 6E)	Local	118153	\$ 6,710,000	\$ 4,678,000	\$ 1,037,401								\$ 1,037,401	\$ 994,599	
CVTA-0013	#FLT - Villa Park Phase (Segment 6G)	Local		\$ 4,890,000	\$ 691,000	\$ 3,706,000								\$ 3,706,000	\$ 493,000	
CVTA-0014	#FLT - Longdale Trail (Segments 7A - 7C.1)	Local		\$ 30,390,000	\$ 3,186,000	\$ 26,091,000								\$ 26,091,000	\$ 1,113,000	
CVTA-0015	Capital Trail Crossings			\$ 234,000	\$ -	\$ -								\$ -	\$ 234,000	Project funded with non-CVTA funds; allocations removed
CVTA-0016	I-64 at Ashland Rd (Rte 623) Interchange - DDI	VDOT	123919	\$ 75,917,941	\$ 42,218,112	\$ 5,314,767		\$ 1,895,820	\$ 26,489,242					\$ 33,699,829	\$ -	
CVTA-0017	I-64 at Oilville Rd (Rte 617) Interchange		123290	\$ 7,512,512	\$ 4,000,000	\$ -			\$ 606,000					\$ 606,000	\$ 2,906,512	
CVTA-0018	Bottoms Bridge Park and Ride	VDOT	120444	\$ 3,620,263	\$ 3,422,216	\$ -	\$ 200,000							\$ 200,000	\$ (1,953)	
CVTA-0019	Stavemill Rd Turn Lane			\$ 1,800,000	\$ -	\$ 1,800,000								\$ 1,800,000	\$ -	
CVTA-0020	Rte 288 NB Hard Shoulder Running	VDOT	122147	\$ 39,561,735	\$ 31,561,735	\$ -			\$ 8,000,000					\$ 8,000,000	\$ -	
CVTA-0021	GreenCity Connector Trail and Bridge			\$ 9,978,000	\$ -	\$ 3,615,000	\$ 3,181,500	\$ 3,181,500						\$ 9,978,000	\$ -	
CVTA-0022	F Manchester Connection to James River			\$ 6,344,831	\$ -	\$ 1,599,897		\$ 2,372,467	\$ 2,372,467					\$ 6,344,831	\$ -	
CVTA-0023	Mayo Bridge Replacement	VDOT	104888	\$ 90,000,000	\$ 85,000,000	\$ -		\$ 5,000,000						\$ 5,000,000	\$ -	
CVTA-0024	POV Richmond Marine Terminal Access Improvements at I-95/Bells Road	VDOT		\$ 2,000,000	\$ -	\$ 2,000,000								\$ 2,000,000	\$ -	
CVTA-0025	RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY			\$ 3,696,750	\$ -	\$ 3,696,750								\$ 3,696,750	\$ -	
CVTA-0026	N. Gayton Road Interchange at I-64			\$ 4,985,000	\$ -	\$ 4,985,000								\$ 4,985,000	\$ -	
CVTA-0027	Chippenham Parkway/RT 60 Interchange Improvements			\$ 2,000,000	\$ -	\$ 2,000,000								\$ 2,000,000	\$ -	
CVTA-0028	Rt. 301 3rd Southbound Lane	Local		\$ 1,229,858	\$ 400,000	\$ 829,858								\$ 829,858	\$ -	
CVTA-0029	W Broad Street Intersection Improvements at Parham Road			\$ 15,689,770	\$ -	\$ -		\$ 1,812,787	\$ 1,148,225					\$ 2,961,012	\$ 12,728,758	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0030	Rt. 1/Rt. 30 Green-T	Local		\$ 5,554,119	\$ 600,000	\$ 1,514,091		\$ 3,440,028						\$ 4,954,119	\$ -	
CVTA-0031	A Hull Street Phase II (US360)		121391	\$ 23,866,491	\$ 1,000,000	\$ -		\$ 993,093	\$ 2,620,765	\$ 3,553,677	\$ 4,558,767			\$ 11,726,302	\$ 11,140,189	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0032	Rt. 301/Rt. 54 Roundabout	Local		\$ 4,524,642	\$ -	\$ 1,605,000		\$ 2,919,642						\$ 4,524,642	\$ -	
CVTA-0033	W Broad Street Improvements - Short Pump			\$ 25,999,970	\$ 22,769,970	\$ 3,038,850		\$ 191,150						\$ 3,230,000	\$ -	
CVTA-0034	I-95/Route 10 Interchange Improvement, Phase II			\$ 55,432,037	\$ -	\$ 750,000		\$ 1,521,043	\$ 1,521,043		\$ 1,199,748	\$ 14,422,133		\$ 19,413,967	\$ 36,018,070	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; SPA committed funds left in FY23</b>
CVTA-0035	Magellan Parkway Bridge and Approach Section			\$ 18,572,000	\$ -	\$ 9,442,400	\$ 6,086,400	\$ 3,043,200						\$ 18,572,000	\$ -	
CVTA-0036	G Broad Street Streetscape (US250) with Pulse Expansion Phase III			\$ 23,852,736	\$ 15,052,736	\$ 2,380,938		\$ 2,547,668	\$ 3,871,394					\$ 8,800,000	\$ -	
CVTA-0037	Brook Road Improvements - Villa Park Dr to Hilliard Rd			\$ 10,416,000	\$ -	\$ 3,104,000	\$ 2,508,672	\$ 2,924,800	\$ 1,878,528					\$ 10,416,000	\$ -	
CVTA-0038	Woolridge Road (Route 288 - Old Hundred Road) Extension		112974	\$ 54,252,500	\$ 16,674,334	\$ 37,578,166								\$ 37,578,166	\$ -	
CVTA-0039	Staples Mill Road Improvements			\$ 32,135,419	\$ 26,465,419	\$ 4,331,401			\$ 1,338,599					\$ 5,670,000	\$ -	
CVTA-0040	Woodman Road Improvements - Mountain Rd to Hungary Rd			\$ 62,569,308	\$ -	\$ 12,667,785	\$ 6,102,121	\$ 9,078,094						\$ 27,848,000	\$ 34,721,308	
CVTA-0041	Route 288 Southbound Hard Shoulder Running Lane	VDOT		\$ 61,740,625	\$ -	\$ -		\$ 3,662,106	\$ 1,300,000					\$ 4,962,106	\$ 56,778,519	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0042	Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening			\$ 40,103,224	\$ -	\$ 750,000		\$ 1,134,765	\$ 1,134,765	\$ 9,500,000	\$ 10,281,546	\$ 10,750,000		\$ 33,551,076	\$ 6,552,148	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; SPA committed funds left in FY23</b>
CVTA-0043	Vaughan Road Overpass	VDOT		\$ 47,202,873	\$ 3,568,571	\$ -		\$ 2,673,865	\$ 2,673,865					\$ 5,347,730	\$ 38,286,572	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0044	B Forest Hill Avenue Phase II			\$ 46,248,213	\$ -	\$ -		\$ 2,917,877			\$ 11,547,247	\$ 2,211,496		\$ 16,676,620	\$ 29,571,593	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment</b>
CVTA-0045	I-64 Widening	VDOT		\$ 522,127,470	\$ 422,127,470	\$ 53,147,877	\$ 28,342,043	\$ 18,510,080						\$ 100,000,000	\$ -	
CVTA-0046	D Hull Street Shared Use Path	Local	-27853	\$ 11,553,092	\$ 8,027,213	\$ -							\$ 3,152,729	\$ 3,152,729	\$ 373,150	



PROJECTS																
ID	Title	Admin	UPC	TOTAL Est	Other Funds	Previous	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total CVTA	Balance to Complete	Notes
CVTA-0047	E Richmond Highway Fall Line Trail Improvements	Local	119598	\$ 39,424,891	\$ 16,171,265	\$ -					\$ 5,000,000			\$ 5,000,000	\$ 18,253,626	
CVTA-0048	Busy Street Extension	Local	-28381	\$ 14,335,950	\$ 2,018,899	\$ -			\$ 1,781,746	\$ 1,729,404	\$ 2,000,405			\$ 5,511,555	\$ 6,805,496	
CVTA-0049	Route 288 Southbound Auxiliary Lane	Local		\$ 20,600,434	\$ -	\$ 7,500,000								\$ 7,500,000	\$ 13,100,434	
CVTA-0050	F Port of Virginia Gateway Interchange and Streetscape Improver	Local		\$ 25,212,611	\$ -	\$ 2,878,344	\$ 119,138				\$ 1,885,564	\$ 1,803,961	\$ 1,803,994	\$ 8,491,001	\$ 16,721,610	
CVTA-0051	Route 250 at Route 288 Interchange Improvements	Local		\$ 30,829,059	\$ -	\$ 7,500,000								\$ 7,500,000	\$ 23,329,059	
CVTA-0052	Route 60/33/Beulah Roundabout	Local	118155	\$ 13,866,771	\$ 689,000	\$ 3,000,000								\$ 3,000,000	\$ 10,177,771	
CVTA-0053	Route 60 (Village of Midlothian) Corridor Enhancements	Local		\$ 38,057,737	\$ 2,500,000	\$ 800,435	\$ 4,393,738		\$ 15,625,417	\$ 32,526				\$ 20,852,116	\$ 14,705,621	
CVTA-0054	I-64 Exit 211 Interchange Improvement Project	Local		\$ 99,597,445	\$ 12,000,000	\$ -	\$ 3,500,000	\$ 271,619	\$ 3,642,497	\$ 3,700,000	\$ 5,000,000	\$ 2,191,034		\$ 18,305,150	\$ 69,292,295	
CVTA-0055	Powhite Parkway Extended, Phase I	Local		\$ 230,400,373	\$ 170,000,000	\$ -				\$ 3,704,277	\$ 13,795,723	\$ 9,750,000		\$ 27,250,000	\$ 33,150,373	
CVTA-0056	Rt. 360/Walnut Grove Rd Intersection Improvement	Local		\$ 14,626,811	\$ -	\$ -				\$ 1,295,723		\$ 2,000,000	\$ 6,704,277	\$ 10,000,000	\$ 4,626,811	
CVTA-0057	Short Pump Area Improvements	Local		\$ 361,290,454	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000			\$ 7,500,000	\$ 5,250,000	\$ 27,250,000	\$ 60,000,000	\$ 301,290,454	
CVTA-0058	Rt. 5/New Osborne Turnpike Improvements	Local		\$ 4,000,000	\$ -	\$ 4,000,000								\$ 4,000,000	\$ -	
CVTA-0059	Rt. 1 and Ashcake Intersection	VDOT		\$ 5,729,034	\$ 50,000	\$ 2,180,340								\$ 2,180,340	\$ 3,498,694	
CVTA-0060	US 60/VA13 Intersection Improvement	VDOT		\$ 17,689,417	\$ -	\$ 3,042,116	\$ 1,957,884							\$ 5,000,000	\$ 12,689,417	
CVTA-0061	Atlee Rd/Meadowbridge Rd Intersection Improvement	Local		\$ 750,750	\$ -	\$ 700,000								\$ 700,000	\$ 50,750	
CVTA-0062	North South BRT	Local	South BRT	\$ 143,510,655	\$ -	\$ -							\$ 8,000,000	\$ 8,000,000	\$ 135,510,655	
CVTA-0063	Pulse Extension West (GRTC)	Local		\$ 66,634,689	\$ -	\$ 7,000,000								\$ 7,000,000	\$ 59,634,689	
CVTA-0064	Downtown Transit Hub	Local		\$ 40,562,370	\$ -	\$ -			\$ 10,849	\$ 6,489,151				\$ 6,500,000	\$ 34,062,370	
<b>SUBTOTAL</b>				\$ 2,748,738,440	\$ 962,210,122	\$ 268,859,157	\$ 67,572,000	\$ 68,756,500	\$ 67,088,000	\$ 65,100,000	\$ 62,769,000	\$ 59,813,000	\$ 60,411,000	\$ 720,368,657		

<b>PROJECTED &amp; ACTUAL REVENUE</b>	\$ 268,859,157	\$ 73,150,000	\$ 76,790,000	\$ 79,560,000	\$ 82,290,000	\$ 84,910,000	\$ 87,050,000	\$ 87,921,000	\$ 840,530,157
<b>PROJECT ALLOCATIONS</b>	\$ 268,859,157	\$ 67,572,000	\$ 68,756,500	\$ 67,088,000	\$ 65,100,000	\$ 62,769,000	\$ 59,813,000	\$ 60,411,000	\$ 720,368,657
<b>BALANCE ENTRY</b>	\$ -	\$ 5,578,000	\$ 8,033,500	\$ 12,472,000	\$ 17,190,000	\$ 22,141,000	\$ 27,237,000	\$ 27,510,000	\$ 120,161,500
<b>REMAINING FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Actual	7.63%	10.46%	15.68%	20.89%	26.08%	31.29%	31.29%		
Target	10.00%	15.00%	20.00%	25.00%	30.00%	35.00%	35.00%		

## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
D Hull Street Shared Use Path	Richmond	Bike/Ped	This project (UPC T27853) will improve the 0.7 mile stretch of Hull Street between Arizona Drive and McGuire Drive and along the 0.15 mile stretch of Belt Boulevard between Hull Street and Southside Plaza. This project will provide a 10 shared use path with 8 buffer along the north side of Hull Street and along the west side of Belt Boulevard to complete the missing link between the funded improvements along Hull Street at Arizona Drive (UPC 115200), at the intersection of Hull Street and Belt Boulevard(UPC 113813), and the James River Branch Trail (UPC 118943). This project will also provide access management improvements, bike, pedestrian, and transit improvements at three transit stops. EXISTING SMART SCALE PROJECT; REPLACES LOCAL COMMITMENT AND FUNDS DEFICIT	3	1	\$ 8,696,822	\$ 3,152,729	\$ 3,152,729
E Richmond Highway Fall Line Trail Improvements	Richmond	Bike/Ped	This existing 2.1 mile Fall Line Trail project (UPC 119598) will provide multimodal transportation improvements along US Route 1 between Walmsley Boulevard to Bellemeade Road, including a shared-use path, curb and gutter, crossing improvements, signal modifications, transit stop improvements, and other streetscape amenities, following the preferred corridor as identified in VDOT's Ashland to Petersburg trail study. EXISTING	2	2	\$ 34,671,598	\$ 18,000,000	\$ 5,000,000
C Commerce Road - FLT Phase II	Richmond	Bike/Ped	This project will provide multimodal transportation improvements and streetscape to the 2-mile stretch of Commerce Road from Decatur Street to Bellemeade Road, including providing the Fall Line Trail. This project will provide a new typical section to support access to port-related freight movements including 10' sidewalk with 5' buffers, two travel lanes in each direction, dedicated left turn lanes, crossing improvements, and other streetscape and trail amenities. ADDITIONAL LEVERAGING FUNDS ONLY	1	3	\$ 57,942,759	\$ 10,309,073	\$ 7,000,000
FLT: Route 1 Fill-in-the-Gaps	Chesterfield	Bike/Ped	This project will construct the Fall Line Trail along Route 1: 1) Willis Rd - Gettings Ln 2) Dwight Ave - Elliham Ave 3) Falling Creek Ave - Walmsley Blvd	4	4	\$ 24,376,529	\$ 24,376,529	

TOTAL CATEGORY AWARD \$ 15,152,729

**Notes:**

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA

## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
E. Parham Road Improvements	Henrico	Highway	The project will add one through lane westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. & Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail. LEVERAGING FUNDS ONLY	18	1	\$ 11,855,754	\$ 2,500,000	\$ -
Busy Street Extension	Chesterfield	Highway	Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual left turn lanes and receiving lane on Busy St. Add second left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on Busy St and Courthouse Rd with crosswalks. LEVERAGING FUNDS ONLY	10	2	\$ 12,012,829	\$ 5,511,555	\$ 5,511,555
Route 288 Southbound Auxiliary Lane	Goochland	Highway	Install an auxiliary lane along Southbound Route 288 from US 250 to Tuckahoe Creek Pkwy. LEVERAGING FUNDS ONLY.	12	3	\$ 17,243,038	\$ 7,500,000	\$ 7,500,000
F Port of Virginia Gateway Interchange and Streetscape Improvements	Richmond	Highway	This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard by providing a 5 sidewalk with 4 buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing 2 entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard. LEVERAGING FUNDS ONLY	11	4	\$ 18,500,631	\$ 8,491,001	\$ 8,491,001
Fairground Rd/Maidens Rd Intersection Improvements	Goochland	Highway	This project will install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd (Tentative completion FY29)	15	5	\$ 6,685,703	\$ 6,685,703	\$ -
Route 250 at Route 288 Interchange Improvements	Goochland	Highway	This project will widen eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours. LEVERAGING FUNDS ONLY.	14	6	\$ 23,025,668	\$ 10,000,000	\$ 7,500,000
Route 60/33/Beulah Roundabout	Henrico	Highway	This project is for the design and construction of a single-lane roundabout at the intersection of Route 60 (E Williamsburg Rd), Route 33 (E Nine Mile Rd), and Beulah Rd. The project includes sidewalk connections along the north side of Rout 60 and east and west sides of Nine Mile Road to link to existing sidewalk network and will relocate a GRTC bus stop (Stop ID 2312) to E. Nine Mile Road from West Street. LEVERAGING FUNDS ONLY	16	7	\$ 11,469,987	\$ 8,042,865	\$ 3,000,000

Notes:

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA

## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
Route 60 (Village of Midlothian) Corridor Enhancements	Chesterfield	Highway	This project will construct a shared-use path for pedestrians and bicyclists along the south side of Route 60 from Old Otterdale Road to Woolridge Road and fill sidewalk gaps on the north side of the road. This project will narrow travel lane widths on Route 60 to 11 feet through the corridor to reduce pedestrian crossing distances and reduce vehicle speeds and install a raised median through the Midlothian Village between Mt. Pisgah Drive and Old Otterdale Road. Finally, this project will install a signal at the intersection of Route 60 and Grove Hill Road. Install six unsignalized mid-block pedestrian crossings to include crosswalks, ADA ramps and either a Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB), to be determined during preliminary engineering LEVERAGING FUNDS ONLY.	6	8	\$ 33,469,324	\$ 20,852,116	\$ 20,852,116
A Hull Street Phase II (US360)	Richmond	Highway	This project will improve the typical section of Hull Street from Chippenham Parkway to Hey Road by providing two through travel lanes in each direction, a raised median, and dedicated turn lanes along the mile corridor. The project will reduce the number of entrances and median crossings (access management), provide safer accommodations for people who walk and bike including streetscape, 10 shared-use path, and 5 sidewalk, and bike, pedestrian & access improvements to high frequency transit service. LEVERAGING	13	9	\$ 20,783,292	\$ 4,558,767	\$ 4,558,767
I-64 Exit 211 Interchange Improvement Project	New Kent	Highway	The proposed Diverging Diamond Interchange (DDI) configuration requires the construction of a new two-lane northbound bridge along Route 106 with a shared-use path separated by railing. The existing two-lane bridge will be repurposed to carry southbound traffic. Right-of-way will need to be acquired from properties in the SW and NW quadrants of the interchange in addition to the land dedicated by the Buc-ee's parcel for construction of new road/ramp infrastructure to support the movement of vehicular traffic through the Diverging Diamond Interchange.	4	10	#N/A	#N/A	\$ 18,305,150
RT 288 Southbound C-D Road with Genito Ramp	Chesterfield	Highway	This project would extend 2-lane southbound 288 collector-distributor road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road. The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp project [UPC 111467, improvement graphic attached], creating a continuous auxiliary lane to RT 360. Construct one-lane SB off-ramp from RT 288 C-D road to WB Genito Road.	2	11	\$ 55,340,550	\$ 42,029,450	\$ -
Powwhite Parkway Extended, Phase I	Chesterfield	Highway	Extend Powwhite Parkway, as a four-lane road, to Woolridge Road. A partial-cloverleaf interchange is proposed at Charter Colony Parkway. An at-grade intersection is proposed for Woolridge Road, which can accommodate a future grade-separated interchange. Overpasses proposed at Brandermill Parkway and Watermill Parkway.	3	12	\$ 199,653,479	\$ 30,000,000	\$ 27,250,000
Route 288 Southbound Hard Shoulder Running Lane	Goochland	Highway	Install a Hard Shoulder Running Lane, or a Part Time Shoulder Use Lane, along Southbound Route 288 from West Creek Pkwy to Huguenot Trail (Route 711)	9	13	\$ 45,852,109	\$ 15,000,000	\$ -

Notes:

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA



## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
B Forest Hill Avenue Phase II	Richmond	Highway	This request is for additional leveraging funds for an existing CVTA project. The Forest Hill Avenue Phase II project will improve multimodal safety and operations along the one mile section of Forest Hill Avenue from Powhite Parkway to Dorchester Road. The project will provide a raised median for access management and dedicated turn lanes, buffered bike lanes in each direction, sidewalk along the corridor where there is none today, crossing improvements at three intersections and other streetscape amenities including lighting. The project also improves access for people who walk and bike to high frequency transit to ten transit stops.	7	14	\$ 34,110,892	\$ 10,544,963	\$ -
Huguenot Road (Cranbeck Rd - Robious Rd) Congestion and Safety Improvement	Chesterfield	Highway	This project will add one eastbound through lane on Huguenot Road from west of Robious Rd to the intersection with Cranbeck Rd and one westbound through lane from west of Promenade Pkwy to west of Robious Rd. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Add sidewalk along the limits of the project as well as pedestrian crossings at Polo Pkwy, Cranbeck and Robious roads. Add bike lane on both sides of Huguenot Rd from Polo Pkwy to Cranbeck Rd.	17	15	\$ 13,925,529	\$ 11,212,381	\$ -
Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Chesterfield	Highway	This request is for additional leveraging funds for an existing CVTA project. This project will widen Rt 360 to six lanes from Cosby Rd to Otterdale Rd with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr and the addition of a second left turn lane at Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	5	16	\$ 29,579,134	\$ 10,750,000	\$ 10,750,000
Rt. 360/Walnut Grove Rd Intersection Improvement	Hanover	Highway	Conduct an intersection alternatives analysis plus 100% Preliminary Engineering, Right-of-Way, and Construction of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	19	17	\$ 10,540,150	\$ 10,540,150	\$ 10,000,000
Short Pump Area Improvements	Henrico	Highway	The purpose of the project is to address and improve the identified needs of the transportation network in the Short Pump area. The interstate, interchanges, and arterial network, which consists of sections of I-64, I-295, and US 250 are experiencing operational and safety challenges and are limited in capacity. To facilitate accessibility, mitigate congestion, and improve safety, Henrico County is proposing to design and construct a new interchange at the intersection of North Gayton Road and Interstate 64 in the Short Pump area; reconstruct the existing interchange at W. Broad Street and Interstate 64; construct improvements on W. Broad Street; and make improvements to a section of Interstate 295.	1	18	\$ 274,640,336	\$ 75,000,000	\$ 60,000,000
Parham Road Improvements Holly Hill to Three Chopt Rd	Henrico	Highway	This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.	23	19	\$ 10,081,556	\$ 2,500,000	\$ -

Notes:

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA



## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
Rt. 5/New Osborne Turnpike Improvements	Henrico	Highway	The project will construct necessary improvements along the New Osborne Turnpike and Route 5 corridors in eastern Henrico County to support future traffic growth and transportation needs in the area. Improvements include: ·Widen New Osborne Turnpike to four lanes (Route 5 to Williamsburg Avenue) with sidewalks on both sides. ·Construct a four-lane bridge on New Osborne Turnpike over CSX rail yard. ·Realign the Route 5 and Williamsburg intersection; Williamsburg Avenue and Hatcher Street intersection; New Osborne Turnpike and Route 5 intersection; and Route 5 and Osborne Turnpike Intersection. Evaluate innovative intersections. ·Enhance connectivity for pedestrians, bicycles, transit, and vehicles between Williamsburg Avenue/New Osborne Turnpike and Route 5.	8	20	\$ 176,722,100	\$ 41,380,706	\$ 4,000,000
US 60 and Dorset Road Intersection Improvement	Powhatan	Highway	Reconfigure the intersection of U.S. Route 60 and Dorset Road to a RCUT with two northbound right-turn lanes. Reconfigure the minor approaches at the intersection of U.S. Route 60 and Batterson Road to only allow right-in/right-out and reconfigure the crossover at this intersection to allow eastbound U-turns. Construct a westbound U-turn area approximately 400 feet west of the intersection of U.S. Route 60 and Dorset Road.	20	21	\$ 12,731,563	\$ 12,731,563	
Rt. 1 and Ashcake Intersection	Ashland	Highway	The Route 1 and Ashcake Road signal and pedestrian improvements provide a pedestrian connection from the intersection to the proposed (VDOT Proj. 001-116-286) Route 1 widening improvements north of Ashcake Road. The project proposes high visibility crosswalks and pedestrian push buttons on all legs of the intersection and ADA curb ramps on all corners.	24	22	\$ 4,645,321	\$ 2,622,078	\$ 2,180,340
US 60/VA13 Intersection Improvement	Powhatan	Highway	This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes.	21	23	\$ 13,237,074	\$ 13,237,074	\$ 5,000,000
E. Parham Road and Woodman Road Intersection Improvements	Henrico	Highway	The project proposes to provide a shared use path and sidewalk extension along Woodman Road from Hungary Road to E. Parham Road.	22	24	\$ 14,822,968	\$ 10,000,000	\$ -

TOTAL CATEGORY AWARD \$ 194,898,929

Notes:

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA



## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
Rt. 360/Walnut Grove Rd Intersection Improvement - 60%	Hanover	Preliminary Engineering	Conduct an intersection alternatives analysis plus 60% PE-Only Plans of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	3	1	\$ 715,000	\$ 715,000	\$ -
I-95 and Parham Rd Interchange	Henrico	Preliminary Engineering	This request would support environmental and preliminary engineering activities to advance the recommended improvements from the Parham/I-95 Interchange Access Report (IAR) and help to address geometric deficiencies and safety issues at this interchange.	1	2	\$ 5,705,000	\$ 4,062,500	\$ -
Atlee Rd/Meadowbridge Rd Intersection Improvement	Hanover	Preliminary Engineering	Intersection alternatives analysis plus 60% PE-Only plans for the Atlee Road and Meadowbridge Road Intersection.	4	3	\$ 715,000	\$ 715,000	\$ 700,000
Bellwood Connector - PE Only	Chesterfield	Preliminary Engineering	Develop 30% plans for a new roadway between Bellwood Road and Willis Road.	2	4	\$ 3,000,000	\$ 3,000,000	\$ -
<b>TOTAL CATEGORY AWARD</b>							<b>\$</b>	<b>700,000</b>

**Notes:**

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA

## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
Rt. 360/Walnut Grove Rd Intersection Improvement - Alternatives	Hanover	Study	Conduct an intersection alternatives analysis of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	1	1	\$ 186,000	\$ 186,000	\$ -
TOTAL CATEGORY AWARD \$								-

Notes:

- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category
- The final funding scenario will be determined by the full CVTA

## CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Category Rank: Benefit	Category Rank: Cost/Benefit	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
North South BRT	Richmond	Transit	This project will introduce a new bus rapid transit line that connects Northside and Southside Richmond with high-capacity, high-frequency bus service. The North-South BRT will improve travel times, deliver better frequency, and provide enhanced transit amenities to passengers. This project application is for funding for construction of stops and other roadway, signal, and pedestrian safety improvements for the 2.5-mile section along Chamberlayne Avenue from the Henrico County line (Azalea/Wilmer) to Lombardy Street. The improvements will include up to 14 BRT stop locations, traffic signal improvements including queue jumps and transit signal priority, sidewalk and ADA accessible ramp improvements, pedestrian crossing improvements, access management, and streetscape to collectively improve transportation, land use, and health together to make an active public street. LEVERAGING FUNDS ONLY.	1	1	\$ 114,953,422	\$ 15,715,864	\$ 8,000,000
Pulse Extension West (GRTC)	Henrico	Transit	The proposed project includes the design, right-of-way acquisition, and construction of the extension of GRTC's "The Pulse" Bus Rapid Transit route to the intersection of Parham Road and West Broad Street. The project will include a minimum of 1.25 bidirectional miles of dedicated shared bus and bike lanes, signal modifications and communication, eight (8) bus stations with level boarding, and a turnaround loop at the end of the line.	2	2	\$ 59,419,540	\$ 14,972,650	\$ 7,000,000
Downtown Transit Hub	Richmond	Transit	This project will provide for a permanent brick-and-mortar Downtown Transit Hub facility. GRTC implemented a system redesign, inclusive of the Pulse BRT line in June 2018. The redesign created several major local route and BRT transfer nodes through the design of consolidated and walking proximity of BRT stations and five or more fixed route bus stops (Convention Center Station, Willow Lawn Station, Shockoe Bottom Station, and Science Museum Station). In absence of a main transfer station in the downtown area, the redesign structured the system to have two major transfer areas for local routes utilizing on street right-of-way and sprawling several City blocks due to current right-of-way use, existing street design, pedestrian safety, lighting, and routing efficiency. Between these two transfer sprawl areas, upwards of 7,500 connections and/or final destinations are made per weekday.	3	3	\$ 32,400,000	\$ 12,400,000	\$ 6,500,000

TOTAL CATEGORY AWARD \$ 21,500,000

**TOTAL EXPECTED AWARD PACKAGE \$ 232,251,658**

Notes:

-- Project Benefit Rank and Project Cost/Benefit Rank are grouped by category

-- The final funding scenario will be determined by the full CVTA

## **CVTA TAC AGENDA 12/9/24; 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.

A draft Wayfinding Implementation SPA template is enclosed.

**STANDARD PROJECT ADMINISTRATION AGREEMENT**  
**CVTA Regionally Funded Projects**

CVTA Project ID	Project Name	UPC	Local Government
TBD	Fall Line Trail: Wayfinding Implementation		LOCALITY / VDOT

THIS AGREEMENT is hereby executed and made effective as of the date of the last (latest) signature set forth below, by and between the LOCALITY/VDOT, VIRGINIA, hereinafter referred to as the LOCALITY/VDOT and the Central Virginia Transportation Authority, hereinafter referred to as the CVTA. The CVTA and the LOCALITY/VDOT are collectively referred to as the “Parties.”

WHEREAS, the LOCALITY/VDOT has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown in Appendix A is hereinafter referred to as the “Project;” and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project; and

WHEREAS, the LOCALITY/VDOT is committed to the development and delivery of the Project in an expeditious manner; and

WHEREAS, the Parties have concurred in the LOCALITY/VDOT administration of the Project as shown in Appendix A in accordance with applicable federal, state, and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the Parties hereto agree as follows:

1. The representations, covenants and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1.
2. The LOCALITY/VDOT shall:
  - a. Be responsible for all activities necessary to complete the noted phase(s) of the Project as shown in Appendix A, as expressly required by federal, state, and local laws and regulations, or as otherwise agreed to, in writing, between the Parties. Every phase of the Project will be designed and constructed to meet or exceed current American Association of State Highway and Transportation Officials standards when the facilities are locally maintained and shall further comply with all supplementary standards established by the Virginia Department of Transportation when the facilities are maintained by the Virginia Department of Transportation.
  - b. Maintain accurate and complete records of the Project’s development and retain

documentation of all expenditures and make such information available for inspection or auditing by the CVTA upon request. Records and documentation for the Project shall be maintained for no less than three (3) years following the CVTA's acceptance of the final voucher on the Project.

- c. Submit quarterly progress and expenditure reports, and invoices with supporting documentation to the CVTA in the form prescribed by the CVTA. The supporting documentation shall include copies of vendor and contractor invoices paid by the LOCALITY/VDOT, an up-to-date Project summary and schedule, and a cash flow summary of all payment requests, payments, and adjustments in a form prescribed by the CVTA.
  - d. Requests for reimbursement shall be made within 90 days after any eligible project expenses are incurred by the LOCALITY/VDOT. Reimbursement for eligible expenditures shall not exceed funds allocated each year for the Project by the CVTA. Additional funds for eligible expenditures for the Project may be requested and shall be approved on case-by case basis, per paragraph 4 below.
  - e. Provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the Parties. Where the Project results in physical construction, the LOCALITY/VDOT will continue to operate and maintain the Project, or have others operate and maintain the Project, in accordance with the final constructed design and applicable standards. The LOCALITY/VDOT agrees that any modification of the approved design features, without the approval of the CVTA or agencies with proper oversight, may, at the discretion of the CVTA, result in restitution either physically or monetarily as determined by the CVTA.
3. The CVTA shall:
- a. Upon receipt of the LOCALITY/VDOT invoices pursuant to paragraph 2.c, reimburse the LOCALITY/VDOT the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the CVTA within 30 days of an acceptable submission by the LOCALITY/VDOT.
  - b. Audit the LOCALITY/VDOT Project records and documentation as may be required to verify LOCALITY/VDOT compliance with applicable policies, laws, and regulations.
4. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. CVTA funding is limited to the allocated funding identified in the Appendix A of this Agreement, or other sources of funding allocated to the project by the CVTA and is allocable only upon LOCALITY/VDOT compliance with all requirements of this Agreement. In the event the cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the Project before Project costs exceed the allocated amount. Any requested increase in CVTA funding is subject to CVTA policy and procedures applicable to the funding source and is not guaranteed. If the CVTA elects to allocate additional funds, such additional funds shall be paid from federal, state,



and/or CVTA revenues, in proportions as agreed by the Parties at the time, with the goal of expending state or federal funds first before expending LOCALITY/VDOT and/or CVTA revenues.

5. In the event there is a significant reduction in costs, the LOCALITY/VDOT and CVTA will work reasonably and in good faith to amend Appendix A fairly to reflect the effect of the reduction, with the goal of applying the savings to supplant LOCALITY/VDOT and CVTA funding commitments, and to maximize the use of federal and state funds on the Project. If federal or state funding not previously available for the Project becomes available for any portion of the Project, then the LOCALITY/VDOT and CVTA will work reasonably and in good faith to fairly allocate the additional funding, with the goal of applying the additional funding to supplant LOCALITY/VDOT and CVTA funding commitments, and to maximize the use of state and federal funds on the Project.
6. Nothing in this Agreement shall be construed as a waiver of the LOCALITY/VDOT or CVTA's sovereign immunity.
7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either Party, in their individual or personal capacity, for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this Agreement shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY/VDOT and the CVTA shall not be bound by any agreements between either Party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY/VDOT and the CVTA has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
9. This Agreement may be terminated by either Party upon 30 days advance written notice to the other Party. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraph 3.a., subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the CVTA shall retain ownership of plans and specifications. Right-of-way acquired with CVTA funding shall be transferred to the jurisdiction in which the Project is located, unless otherwise agreed. The LOCALITY/VDOT may retain plans, specifications, and right-of-way if all CVTA funds expended for the project are reimbursed to the CVTA.

10. Prior to taking any action alleging breach of this Agreement, the CVTA shall provide notice to the LOCALITY/VDOT with a specific description of the LOCALITY/VDOT breach of this Agreement. Upon receipt of a notice of breach, the LOCALITY/VDOT will be provided the opportunity to cure such breach or to provide a plan to cure to the satisfaction to the CVTA. If, within sixty (60) days after receipt of the written notice of breach, the LOCALITY/VDOT has neither cured the breach, nor is diligently pursuing a cure of the breach, then upon receipt by the LOCALITY/VDOT of a written notice from the CVTA stating that the breach has neither been cured, nor is the LOCALITY/VDOT diligently pursuing a cure, the CVTA may exercise any remedies it may have under this Agreement or at law or in equity.
11. The LOCALITY/VDOT and CVTA acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed in accordance with its fair meaning and not strictly for or against any Party.
12. This Agreement, when properly executed, shall be binding upon both Parties, their successors, and assigns.
13. This Agreement may be modified only in writing by mutual agreement of the Parties.

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IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

**LOCALITY/VDOT, VIRGINIA:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or printed name of signatory

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Date

NOTE: The official signing for the LOCALITY/VDOT must attach a certified copy of his or her authority to execute this agreement.

**CENTRAL VIRGINIA TRANSPORTATION AUTHORITY:**

\_\_\_\_\_  
Chair  
Central Virginia  
Transportation Authority

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Date

**Attachments**

Appendix A

Appendix B

### Appendix A - Locally Administered

<b><u>PROJECT SCHEDULE:</u></b>					
<b>Project Details</b>					
	Locality:				
	CVTA Project Name:	Fall Line Trail: Wayfinding Implementation			
	CVTA Project Number:	TBD			
	UPC Number (If Applicable):				
	CVTA Program Coordinator				
	Local Program Manager:				
	Scope of Services:	Wayfinding Implementation			
	Allocated Project Funding Amount:				
<b>Schedule</b>					
<b>Milestone</b>			<b>Anticipated Date</b>		
Project Scoping Meeting					
Survey					
Utility Designation (If Applicable)					
Geotechnical Engineering Report					
Conceptual Design Phase Submittal (If Applicable)					
Approved NEPA Document (If Applicable)					
Preliminary Design Phase Submittal					
Citizen Information Meeting (If Applicable)					
Post Willingness (if Applicable)					
Public Hearing (If Applicable)					
Utility Field Inspection (If Applicable)					
ROW Design Phase Submittal (If Applicable)					
ROW Acquisition					
Relocate Utilities (If Applicable)					

Final Construction Design Phase Submittal			
Draft Invitation for Bid Submittal			
Invitation for Bid Advertisement			
Environmental Permits Obtained (If Applicable)			
Begin Construction			
End Construction			

**APPENDIX B**

**PROJECT BUDGET & CASH FLOW**

**CVTA PROJECT:** [●] **FALL LINE TRAIL: WAYFINDING IMPLEMENTATION**

**UPC NUMBER (IF APPLICABLE):**

**LOCALITYPROGAM MANAGER:** [●]

<u>CONTRACTOR/SUPPLIER</u>	<u>INVOICE #</u>	<u>INVOICE DATE</u>	<u>AMOUNT</u>	<u>PAYMENT INSTRUCTIONS</u>	<u>DATE PAID</u>	<u>DRAW #:</u>
<u>REMIT TO: LOCALITY</u>	<u>SEE ATTACHED PAID INVOICE LISTING</u>	-	\$0.00	<u>REMIT TO:</u>		
-	-	-	-	0		
-	-	-	-	<u>BANK:</u>		
-	-	-	-	<u>ABA NUMBER:</u>		
-	-	-	-	<u>ACCT #:</u>		
-	-	-	-	-		
-	-	-	-	<u>EMPLOYER ID:</u>		
-	-	-	-	-		
-	-	-	-	-		
<u>TOTAL</u>	-	-	\$	-		

**\*IF ADDITIONAL YEARS ARE NEEDED, PLEASE SUBMIT A SEPARATE FORM WITH ADDITIONAL COLUMNS.**



**THIS APPENDIX B IS CERTIFIED AND MADE AN OFFICIAL ATTACHMENT TO THE  
STANDARD PROJECT AGREEMENT DOCUMENTED BY THE PARTIES OF THIS  
AGREEMENT**

**DATE**

**APPENDIX C**

**FORM OF PAYMENT REQUISITION**

CVTA Project: Fall Line Trail: Wayfinding Implementation

UPC Number (If Applicable): \_\_\_\_\_

Project Scope/Services Description: \_\_\_\_\_

Draw Request Number: \_\_\_\_\_

Date: \_\_\_\_\_, 20\_\_

Central Virginia Transportation Authority

[●]

Attention \_\_\_\_\_, Program Coordinator:

This requisition is submitted in connection with the Standard Project Administration Agreement for Funding and Administration for the project services noted above and dated \_\_\_\_\_, 20\_\_ (the "Agreement") between the Central Virginia Transportation Authority ("CVTA") and the LOCALITY. LOCALITY hereby requests \$\_\_\_\_\_ of CVTA funds, to pay the costs of the project services described and set forth in Appendices A and B of the Agreement ("Project Services") and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which payment is requested.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of LOCALITY's costs of the Project Services, (ii) LOCALITY is responsible for payment to vendors/contractors, (iii) LOCALITY is not in breach or default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) tax covenants, (iv) the representations and warranties made by LOCALITY in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of LOCALITY, no condition exists under the Agreement that would allow CVTA to withhold the requested payment.

**LOCALITY**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**Recommended For Payment**

By: \_\_\_\_\_

Name: \_\_\_\_\_

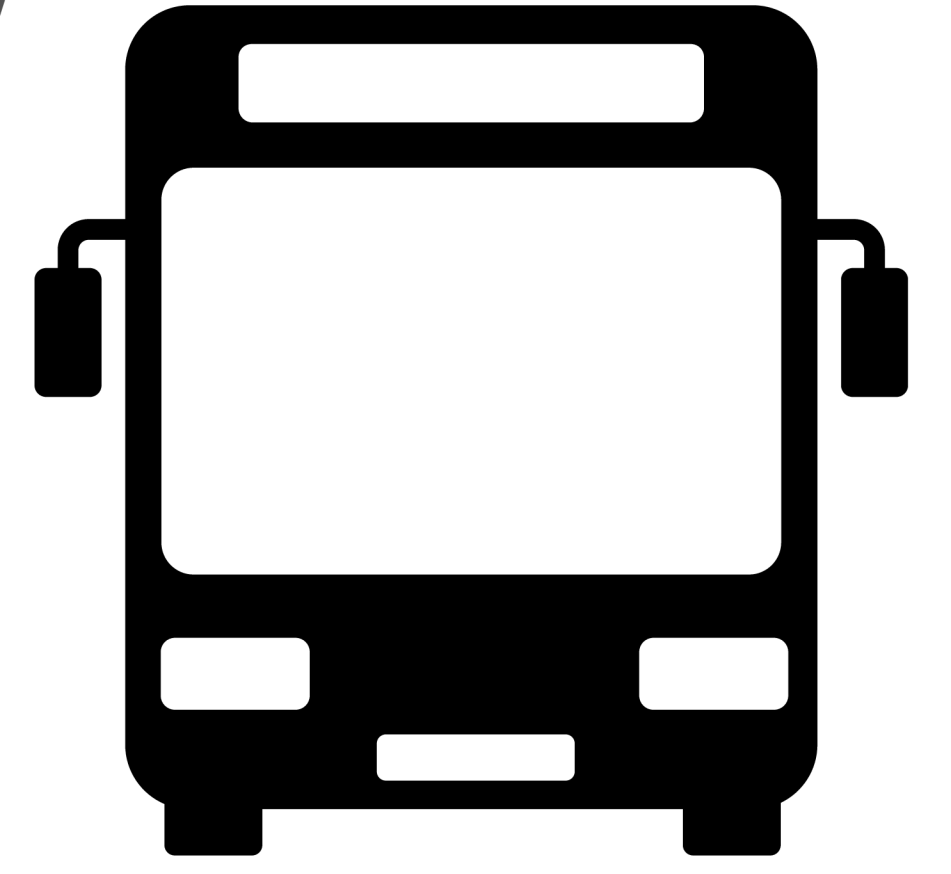
Title: CVTA Program Coordinator

# FY26 REGIONAL PROJECT APPLICATION CYCLE



## PROJECT SUBMISSION

**Staff**  
**Application Form Prep**  
 June 16 - June 30  
**Applications Accepted**  
 July 1 - July 31



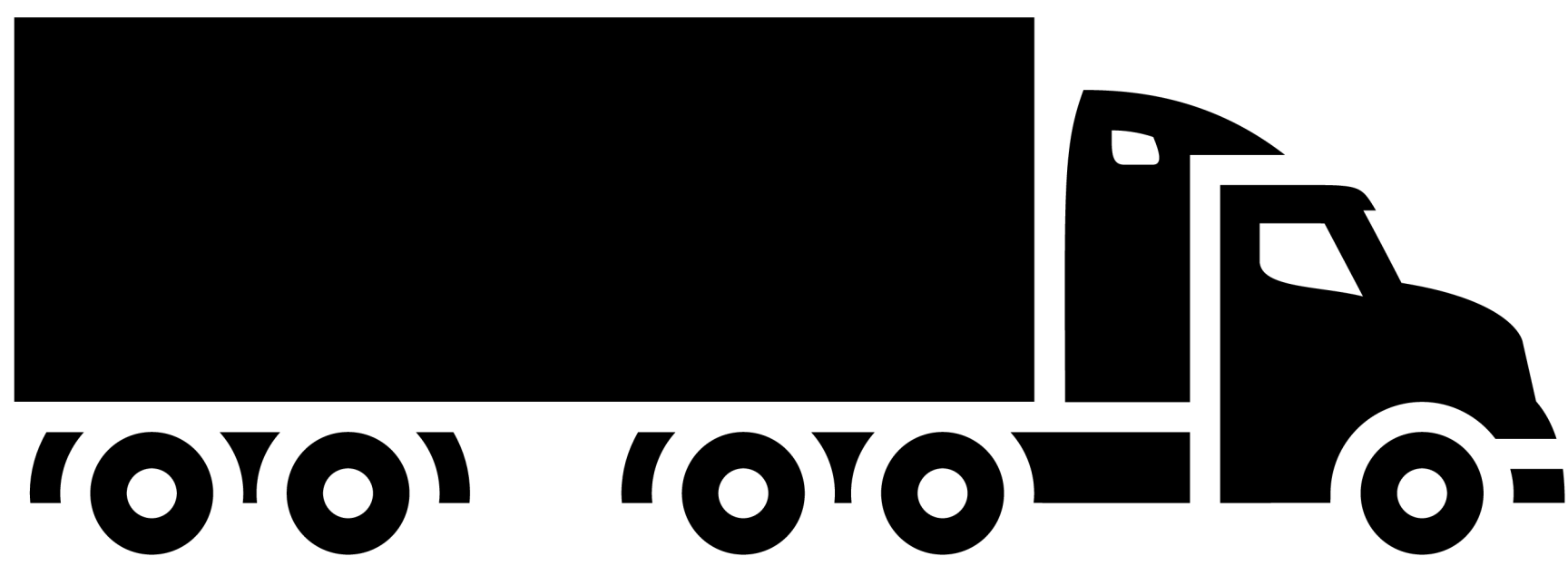
**TAC**  
**Review schedule**  
 June 9  
**Update on application form and review project application status**  
 July 14

**Finance**  
**Review current allocations plan**  
 July 9

**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

## SCREENING & SCORING

**TAC**  
**Status update on screening and scoring**  
 September 8  
**Benefit scores delivered for local review**  
 November 10  
**Finance**  
**Review available funding**  
 September 10



October  
 November  
 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

**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

**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

## ALLOCATIONS

January  
 December  
 February

cvtava.org

