



Photo: Charles City County Visitors Center

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 by email to CVTA@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please indicate by raising your hand (in-person participants, where applicable) or through the Q&A/Chat functions on Zoom (virtual participants) if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collective and Don't Trash Central Virginia.

AGENDA

CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, February 5, 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_VuYTxkc-QbOtnQyQ4ZxLpA

- 1. Welcome and Introductions**
(Clarke)
- 2. Roll Call & Certification of a Quorum**
(Scott)
- 3. Consideration of Amendments to the Agenda**
(Clarke)
- 4. Approval of January 8, 2024, CVTA TAC Meeting Minutes** – page 4
(Clarke)
Requested action: approval of meeting minutes as presented (voice vote).
- 5. Public Comment Period**
(Clarke/5 minutes)
- 6. CVTA TAC Chair's Report**
(Clarke/5 minutes)
- 7. Fall Line Trail Updates**
(Parsons/McAdory/20 minutes)
Information Items:
 - a. Wayfinding Plan
 - b. DB 2 & 3

8. CVTA Regional Projects Cycle – Round 3

(Parsons/Busching/60 minutes)

a. Round 3 Regional Applications Scorecards – page 7

Information Item: update to TAC on cost-benefit scoring process and results that follow the adopted project selection and allocation framework.

b. CVTA Round 3 Draft Allocations Plan – page 17

Information Item: Update to TAC on draft allocations plan phasing and layout for staff project recommendations.

c. CVTA Round 3 Public Review and Hearing – page 19

Requested Action: approval of draft Regional Funding Scenario #3 for public review.

9. FY24 Quarterly Expenditure Reports (local funds) – page 26

(Parsons/10 minutes)

10. CVTA TAC Member Comments

(Clarke/5 minutes)

11. Next Meeting: March 11, 2024, at 1:00 p.m.

(Clarke)

12. Adjournment

(Clarke)

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

**ZOOM MEETING MINUTES
January 8, 2024, 1:00 p.m.**

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	X	Gary Mitchell	X	Barbara K. Smith, Vice Chair	X
Kerri Ragland		Rhonda Russell (A)		Chessa D. Walker (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goynes	X	Joseph E. Vidunas	X	Todd Eure	X
Thomas M. Coleman (A)		Powhatan County		Sharon Smidler (A)	X
New Kent County		Mike Ciriello		City of Richmond	
Amy Inman	X	Bret Schardein (A)		Dironna Moore Clarke, Chair	X
Kelli Le Duc (A)					
Non-Voting Members					
GRTC Transit System		PlanRVA/RRTPO		RMTA*	
Frank Adarkwa	X	Chet Parsons	X	Joi Taylor Dean	
Patricia Robinson (A)	X	VDOT		Virginia Port Authority	
VDRPT		Dale Totten	X	Barbara Nelson	X
Tiffany T. Dubinsky	X	Mark Riblett (A)	X	PlanRVA	
Daniel Wagner (A)		Liz McAdory (A)	X	Myles Busching	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](#).

Virtual participation of this meeting by members of the committee is authorized under the City of Richmond Res. No. 2020-R025, - declaration of a local emergency due to the potential spread of COVID-19, adopted March 16, 2020. The resolution is available [here](#).

1. Welcome and Introductions

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Dironna Moore Clarke, presided and called the January 8, 2024, CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:00 p.m.

2. Roll Call & Certification of a Quorum

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

3. Consideration of Amendments to the Agenda

There were no requested amendments to the agenda.

4. Approval of November 13, 2023, CVTA TAC Meeting Minutes

On motion by Gary Mitchell, 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 Clarke reported wished everyone a happy new year.

7. Fall Line Trail Updates

a. Fall Line management considerations from the Finance Committee discussion

Chet Parsons provided an update from the discussion at the last Finance Committee meeting regarding decisions on wayfinding and other maintenance aspects.

Committee members had questions about the Finance Committee's discussion. Mr. Parsons clarified that the discussion was initially focused on designating primary points of contacts for the wayfinding. The committee also discussed funding for wayfinding and determining ongoing maintenance responsibilities.

b. DB 2 & 3

Mark Riblett provided an update on coordination with the Department of Historic Resources and the local tribes to identify cultural resources. Coordination with Torch Solar is ongoing as well. The current project estimate appears to be in budget.

Vice-Chair Smith thanked VDOT for their work on remaining estimates.

Status updates were provided for Henrico County and the City of Richmond..

8. CVTA Regional Projects Cycle

a. Cost estimate verification

Mr. Parsons reported that the application period ended in September; all applications were submitted from Round 3. Those applications have been vetted. A third-party cost estimate verification contract has been issued.

Staff has been in communication with Michael Baker and three review codes were noted for each project and emailed to all applicants.

Myles Busching reviewed a spreadsheet detailing the outcome of the work that has been done with the third-party reviewer and explained the revised estimate for each project. Committee members indicated their desired changes to each request, if any, based on the revised estimate and notes.

Mr. Riblett clarified that a SmartScale review will still occur for each project.

On motion by Amy Inman, seconded by Gary Mitchell, the members of the CVTA Technical Advisory Committee voted to recommend approval of the estimates with the revisions made during the meeting, as follows:

Town of Ashland	Vote	Charles City County	Vote	Chesterfield County	Vote
Nora Amos	Aye	Gary Mitchell	Aye	Barbara Smith	Aye
Goochland County		Hanover County		Henrico County	
Austin Goyne	Aye	Joseph E. Vidunas	Aye	Todd Eure	Aye
New Kent County		Powhatan County		City of Richmond	
Amy Inman	Aye	Absent	N/A	Dironna Moore Clarke, Chair	Aye

b. Updated CVTA Revenue Estimates (annual projections from VDOT)

Mr. Parsons reviewed the revenue estimates and noted the revenue forecast has been updated based on the newest forecast.

Chair Clarke reminded everyone that these figures are regional fund estimates.

On motion by Gary Mitchell, seconded by Amy Inman, the members of the CVTA Technical Advisory Committee voted to recommend acceptance of 2023 CVTA revenue estimates from VDOT and incorporate them into the Round 3 Regional Funding Scenario., as follows:

Town of Ashland	Vote	Charles City County	Vote	Chesterfield County	Vote
Nora Amos	Aye	Gary Mitchell	Aye	Barbara Smith	Aye
Goochland County		Hanover County		Henrico County	
Austin Goyne	Aye	Joseph E. Vidunas	Aye	Todd Eure	Aye
New Kent County		Powhatan County		City of Richmond	
Amy Inman	Aye	Absent	N/A	Dironna Moore Clarke, Chair	Aye

c. Baseline Existing Projects Scenario

Mr. Busching reviewed the draft baseline updated estimate scenario including SPA commitments, updated timelines and current funding for existing projects. He explained that this is related to the leveraging projects. Part of the update for this cycle was to all a higher request in this round for projects that were not approved in the previous round.

d. Candidate Project Database

Mr. Parsons reviewed the information in the database and explained the three timelines.

9. CVTA TAC Member Comments

There were no member comments.

10. Next Meeting: Monday, February 5, 2024.

11. Adjournment

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

- Members
- Town of Ashland
- Charles City County
- Chesterfield County
- Goochland County
- Hanover County
- Henrico County
- New Kent County
- Powhatan County
- City of Richmond
- VA House of Delegates
- Senate of VA
- Commonwealth Transportation Board
- CRAC
- GRTC
- RMTA
- Port of Virginia
- VDRPT
- VDOT

TO: Central Virginia Transportation Authority TAC Members and Alternates

FROM: Chet Parsons, Executive Director

DATE: January 24, 2024

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

RE: Round 3 Regional Funding Results Overview

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

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

Overview

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

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

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

These tax generated funds are to be divided accordingly:

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

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

Funding Cycle

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

Application Limits

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

Project Categories

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

Project Screening

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

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

Project scoring and ranking

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

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

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

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

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

EPDO = Equivalent Property Damage Only

VMT = Vehicle Miles Traveled

EJ = Environmental Justice

Bridge Regional Scoring

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

Project Selection

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

Staff develops a recommended funding scenario, following these guidelines:

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

Allocations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CVTA25-29	US 60 and Dorset Road Intersection Improvement	Powhatan	Highway	6.2	0.3	1.4	7.9	20	\$ 12,731,563	6.2	21
CVTA25-01	Rt. 1 and Ashcake Intersection	Ashland	Highway	0.0	1.6	0.0	1.6	24	\$ 2,622,078	6.1	22
CVTA25-30	US 60/VA13 Intersection Improvement	Powhatan	Highway	5.2	0.2	0.6	6.0	21	\$ 13,237,074	4.5	23
CVTA25-19	E. Parham Road and Woodman Road Intersection Improvements	Henrico	Highway	1.6	0.3	2.1	4.0	22	\$ 10,000,000	4.0	24

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

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

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

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

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

PROJECTS

ID	Title	TOTAL Est	Non-CVTA Funds	Previous	FY25	FY26	FY27	FY28	FY29	FY30	Total CVTA	Balance to Complete	Notes
CVTA-0001	#FLT - DB 2 - Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B)	\$ 87,000,000	\$ 28,174,000	\$ 25,000,000							\$ 25,000,000	\$ 33,826,000	Moved \$25M from DB3 to DB2 per CVTA Action (Sept 2023); temini and total estimate being refined
CVTA-0002	#FLT - DB 1 - Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4)	\$ 17,459,712	\$ 9,078,601	\$ 7,200,607	\$ 1,180,504						\$ 8,381,111	\$ -	
CVTA-0003	C Commerce Road - FLT Phase II	\$ 76,158,981	\$ -	\$ -		\$ 1,764,064	\$ 9,699,507	\$ 13,283,291	\$ 7,736,961	\$ 12,224,487	\$ 44,708,310	\$ 31,450,671	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; Estimate adjusted to TAC recommendation (\$13,550,071 additional); ADDITIONAL LEVERAGE FUNDING AWARDED
CVTA-0004	#FLT - C Commerce Road - Phase I	\$ 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); need updated estimate for DB3
CVTA-0006	#FLT - Manchester Bridge (Segment 4E-R)	\$ 1,500,000	\$ -	\$ 1,500,000							\$ 1,500,000	\$ -	
CVTA-0007	#FLT - Bryan Park (Segment 6B)	\$ 3,000,000	\$ -	\$ 3,000,000							\$ 3,000,000	\$ -	
CVTA-0008	#FLT - Park St (Segment 6C)	\$ 1,145,000	\$ 437,000	\$ 713,000							\$ 713,000	\$ (5,000)	
CVTA-0009	#FLT - Lakeside Community Trail Ph 1 (Segment 6D.1)	\$ 3,012,000	\$ 2,560,519	\$ 396,504							\$ 396,504	\$ 54,977	
CVTA-0010	#FLT - Lakeside Community Trail Ph 2 (Segment 6D.2)	\$ 4,199,000	\$ 3,363,217	\$ 803,000							\$ 803,000	\$ 32,783	
CVTA-0011	#FLT - Lakeside Community Trail Ph 3 (Segment 6D.3)	\$ 4,199,000	\$ -	\$ 3,073,000							\$ 3,073,000	\$ 1,126,000	
CVTA-0012	#FLT - Brook/Hilliard Road Diet (Segment 6E)	\$ 5,794,000	\$ 4,678,000	\$ 1,037,401							\$ 1,037,401	\$ 78,599	
CVTA-0013	#FLT - Villa Park Phase (Segment 6G)	\$ 4,397,000	\$ 691,000	\$ 3,706,000							\$ 3,706,000	\$ -	
CVTA-0014	#FLT - Longdale Trail (Segments 7A - 7C.1)	\$ 29,277,000	\$ 3,186,000	\$ 26,091,000							\$ 26,091,000	\$ -	
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	\$ 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	\$ 7,512,512	\$ 4,000,000	\$ -				\$ 606,000			\$ 606,000	\$ 2,906,512	
CVTA-0018	Bottoms Bridge Park and Ride	\$ 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	\$ 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	\$ 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	\$ 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	\$ 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	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment
CVTA-0030	Rt. 1/Rt. 30 Green-T	\$ 5,554,119	\$ 600,000	\$ 1,514,091		\$ 3,440,028					\$ 4,954,119	\$ -	
CVTA-0031	A Hull Street Phase II (US360)	\$ 23,866,491	\$ 1,000,000	\$ -		\$ 993,093	\$ 2,620,765	\$ 3,553,677	\$ 5,235,060		\$ 12,402,595	\$ 10,463,896	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; Estimate adjusted to TAC recommendation (\$5,235,060 additional); ADDITIONAL LEVERAGE FUNDING AWARDED
CVTA-0032	Rt. 301/Rt. 54 Roundabout	\$ 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	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; SPA committed funds left in FY23
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	\$ 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	

PROJECTS

ID	Title	TOTAL Est	Non-CVTA Funds	Previous	FY25	FY26	FY27	FY28	FY29	FY30	Total CVTA	Balance to Complete	Notes
CVTA-0041	Route 288 Southbound Hard Shoulder Running Lane	\$ 61,740,625	\$ -	\$ -		\$ 2,662,106	\$ 2,300,000				\$ 4,962,106	\$ 56,778,519	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; Estimate adjusted to TAC recommendation
CVTA-0042	Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	\$ 40,103,224	\$ -	\$ 750,000		\$ 1,134,765	\$ 1,134,765		\$ 10,624,174	\$ 9,157,372	\$ 22,801,076	\$ 17,302,148	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; Estimate adjusted to TAC recommendation; SPA committed funds left in FY23
CVTA-0043	Vaughan Road Overpass	\$ 47,202,873	\$ 3,568,571	\$ -		\$ 2,673,865	\$ 2,673,865				\$ 5,347,730	\$ 38,286,572	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment
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	Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; Estimate adjusted to TAC recommendation
CVTA-0045	I-64 Widening	\$ 522,127,470	\$ 422,127,470	\$ 53,147,877	\$ 28,342,043	\$ 18,510,080					\$ 100,000,000	\$ -	
NEW	Rt. 360/Walnut Grove Rd Intersection Improvement - 60%	\$ 750,750	\$ -	\$ -	\$ 750,750						\$ 750,750	\$ -	NEW PROJECT - PE ONLY
NEW	I-95 and Parham Rd Interchange	\$ 5,118,750	\$ -	\$ -	\$ 3,645,035						\$ 3,645,035	\$ 1,473,715	NEW PROJECT - PE ONLY
NEW	North South BRT	\$ 138,128,148	\$ -	\$ -	\$ 7,120,901	\$ 271,619	\$ 3,373,973		\$ 8,117,705		\$ 18,884,198	\$ 119,243,950	NEW PROJECT - TRANSIT
NEW	D Hull Street Shared Use Path	\$ 11,553,092	\$ 8,027,213	\$ -	\$ 1,520,238				\$ 835,393	\$ 1,170,248	\$ 3,525,879	\$ -	NEW PROJECT - BIKE/PED; Balance funded via SMART SCALE Round 5
NEW	E Richmond Highway Fall Line Trail Improvements	\$ 39,424,891	\$ 16,171,265	\$ 8,739,676	\$ 2,289,716	\$ 5,574,745	\$ 1,327,967	\$ 2,392,446	\$ 143,155		\$ 20,467,705	\$ 2,785,921	NEW PROJECT - BIKE/PED
NEW	E. Parham Road Improvements	\$ 15,648,638	\$ -	\$ 1,707,166			\$ 1,592,632				\$ 3,299,798	\$ 12,348,840	NEW PROJECT - HIGHWAY
NEW	Busy Street Extension	\$ 14,981,026	\$ 2,019,000	\$ -			\$ 2,479,150	\$ 4,394,231			\$ 6,873,381	\$ 6,088,645	NEW PROJECT - HIGHWAY
NEW	Route 288 Southbound Auxiliary Lane	\$ 20,600,434	\$ -	\$ 1,295,776		\$ 3,152,319	\$ 4,512,232				\$ 8,960,327	\$ 11,640,107	NEW PROJECT - HIGHWAY
NEW	F Port of Virginia Gateway Interchange and Streetscape Improvements	\$ 24,415,503	\$ -	\$ 2,289,716					\$ 6,099,126	\$ 2,816,834	\$ 11,205,676	\$ 13,209,827	NEW PROJECT - HIGHWAY
NEW	Fairground Rd/Maidens Rd Intersection Improvements	\$ 7,694,137	\$ -	\$ -	\$ 3,660,351		\$ 1,233,749	\$ 2,800,037			\$ 7,694,137	\$ -	NEW PROJECT - HIGHWAY
NEW	Route 60/33/Beulah Roundabout	\$ 14,395,739	\$ 689,000	\$ 338,934	\$ 777,682					\$ 8,977,815	\$ 10,094,431	\$ 3,612,308	NEW PROJECT - HIGHWAY
NEW	Route 250 at Route 288 Interchange Improvements	\$ 31,723,346	\$ -	\$ -	\$ 206,087	\$ 1,000,000	\$ 1,007,399	\$ 2,022,060	\$ 1,786,872	\$ 7,754,966	\$ 13,777,384	\$ 17,945,962	NEW PROJECT - HIGHWAY
NEW	Route 60 (Village of Midlothian) Corridor Enhancements	\$ 36,403,274	\$ 2,500,000	\$ 3,967,666		\$ 3,002,942	\$ 15,709,423				\$ 22,680,031	\$ 11,223,243	NEW PROJECT - HIGHWAY
SUBTOTAL (TOTAL ALLOCATIONS)				\$ 248,596,856	\$ 67,572,000	\$ 68,756,500	\$ 67,088,000	\$ 65,100,000	\$ 62,769,000	\$ 58,878,506	\$ 638,760,862		

	Previous	FY25	FY26	FY27	FY28			Total CVTA
Unallocated Balance (Target)	\$ -	\$ 7,508,000	\$ 12,133,500	\$ 16,772,000	\$ 21,700,000	\$ 26,901,000	\$ 32,207,000	\$ 117,221,500
Unallocated Balance (Surplus)	\$ 20,262,301	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 934,494	\$ 21,196,795
SUBTOTAL (TOTAL UNALLOCATED)	\$ 20,262,301	\$ 7,508,000	\$ 12,133,500	\$ 16,772,000	\$ 21,700,000	\$ 26,901,000	\$ 33,141,494	\$ 138,418,295

PROJECTED & ACTUAL REVENUE	\$ 268,859,157	\$ 75,080,000	\$ 80,890,000	\$ 83,860,000	\$ 86,800,000	\$ 89,670,000	\$ 92,020,000	\$ 777,179,157
TOTAL ALLOCATION & UNALLOCATED	\$ 268,859,157	\$ 75,080,000	\$ 80,890,000	\$ 83,860,000	\$ 86,800,000	\$ 89,670,000	\$ 92,020,000	\$ 777,179,157
DELTA (CONTROL)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Key:

Green Shading	Project recommended from the scorecard C/B results and adopted regional framework
Red Text	Previous allocation estimates and other fund sources need to be verified by applicants
Bold Text	New or adjusted funding

xx/xx/2024

For immediate release

Central Virginia Transportation Authority

FY 2025-2030 Regional Revenue Draft Funding Scenario

The Central Virginia Transportation Authority (CVTA) was created to help fund transportation projects that benefit the region and is seeking public comment on its next round of proposed projects and funding.

Members

Town of Ashland

Charles City
County

Chesterfield
County

Goochland
County

Hanover County

Henrico County

New Kent
County

Powhatan
County

City of
Richmond

VA House of
Delegates

Senate of VA

Commonwealth
Transportation
Board

VDRPT
VDOT
GRTC
RMTA

Port of Virginia
CRAC

Member localities engaged in a competitive application process where regionally-significant projects were submitted for funding. Together, the CVTA staff and members assessed the projects' merit, cost, and regional value before determining a draft slate of final project commitments.

This process happens only every two years and this is the result. Now the projects are open for your input. The Authority is seeking feedback on the following:

FY 2025-2030 Regional Revenue Draft Funding Scenario

- Regional leaders will soon make funding decisions worth an estimated \$151.5 million to improve local bike, pedestrian, bridge, and highway infrastructure over the next four years.
- Review the draft projects list at: <https://planrva.org/transportation/cvta-comments/>

Submitting your comments on the proposed project list:

A 15-day public comment period on the project list will be open from February 8, 2024-February 22, 2024. All comments sent before 3 p.m. on February 22, 2024, will be distributed to the members of the Authority.

1. Submit via the comment box at <https://planrva.org/transportation/cvta-comments/> or via email at information@cvtava.org.

2. Submit comments during the public hearing:

- In person: February 23, 2024, at 9am at PlanRVA at 424 Hull St Suite 300, Richmond, VA 23224 OR
- Virtual: register for the Zoom Video Webinar and submit your comment via the Q&A dialog box.

CVTA Round 3 - Candidate Projects and Recommended Awards

Project Title	Sponsor	Category	Description	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
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.	\$ 4,645,321	\$ 2,622,078	\$ -
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	\$ 24,376,529	\$ 24,376,529	\$ -
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	\$ 33,469,324	\$ 20,852,116	\$ 22,680,031
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	\$ 12,012,829	\$ 5,511,555	\$ 6,873,381
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.	\$ 13,925,529	\$ 11,212,381	\$ -
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.	\$ 199,653,479	\$ 30,000,000	\$ -
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.	\$ 29,579,134	\$ 10,750,000	\$ -

* Expected award reflects request adjusted for inflation based on expected project schedule

Project Title	Sponsor	Category	Description	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
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.	\$ 55,340,550	\$ 42,029,450	\$ -
Bellwood Connector - PE Only	Chesterfield	Preliminary Engineering	Develop 30% plans for a new roadway between Bellwood Road and Willis Road.	\$ 3,000,000	\$ 3,000,000	\$ -
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)	\$ 6,685,703	\$ 6,685,703	\$ 7,694,137
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.	\$ 23,025,668	\$ 10,000,000	\$ 13,777,384
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)	\$ 45,852,109	\$ 15,000,000	\$ -
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.	\$ 17,243,038	\$ 7,500,000	\$ 8,960,327
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.	\$ 715,000	\$ 715,000	\$ -
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.	\$ 715,000	\$ 715,000	\$ 750,750
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.	\$ 186,000	\$ 186,000	\$ -
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.	\$ 10,540,150	\$ 10,540,150	\$ -

* Expected award reflects request adjusted for inflation based on expected project schedule

Project Title	Sponsor	Category	Description	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
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.	\$ 10,081,556	\$ 2,500,000	\$ -
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.	\$ 14,822,968	\$ 10,000,000	\$ -
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	\$ 11,855,754	\$ 2,500,000	\$ 3,299,798
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.	\$ 5,705,000	\$ 4,062,500	\$ 3,645,035
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	\$ 11,469,987	\$ 8,042,865	\$ 10,094,431

* Expected award reflects request adjusted for inflation based on expected project schedule

Project Title	Sponsor	Category	Description	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: <ul style="list-style-type: none"> 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. 	\$ 176,722,100	\$ 41,380,706	\$ -
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.	\$ 274,640,336	\$ 75,000,000	\$ -
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.	\$ 59,419,540	\$ 14,972,650	\$ -
Route 106 Diverging Diamond Interchange 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.	\$ 86,357,966	\$ 25,000,000	\$ -
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.	\$ 12,731,563	\$ 12,731,563	\$ -
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.	\$ 13,237,074	\$ 13,237,074	\$ -

* Expected award reflects request adjusted for inflation based on expected project schedule

Project Title	Sponsor	Category	Description	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
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	\$ 57,942,759	\$ 10,309,073	\$ 13,550,071
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	\$ 8,696,822	\$ 3,152,729	\$ 3,525,879
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 SMART SCALE PROJECT; FUNDS DEFICIT	\$ 34,671,598	\$ 18,000,000	\$ 20,467,705
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 FUNDS ONLY	\$ 20,783,292	\$ 4,558,767	\$ 5,235,060
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.	\$ 34,110,892	\$ 10,544,963	\$ -

* Expected award reflects request adjusted for inflation based on expected project schedule

Project Title	Sponsor	Category	Description	Estimate (2023 Dollars)	Request (2023 Dollars)	Expected Award*
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	\$ 18,500,631	\$ 8,491,001	\$ 11,205,676
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.	\$ 32,400,000	\$ 12,400,000	\$ -
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	\$ 114,953,422	\$ 15,715,864	\$ 18,884,198

TOTAL EXPECTED AWARD \$ 150,643,863

* Expected award reflects request adjusted for inflation based on expected project schedule

CVTA Quarterly Expenditures

1/29/2024

Jurisdiction	UPC or other	Project Name	Project Detail	Funding Source	CVTA Appropriation	Previous CVTA Expenditures	Expenditures FY24	Q1 FY24	Q2 FY24	Q3 FY24	Q4 FY24	CVTA Expenditures LTD
Hanover	13551	Rt. 360 / Lee Davis Rd	Widen Rt. 360 from 4 to 8 lanes btwn Wynbrook Ln and Sujen Ct	Multiple	\$ 7,800,000	\$ 9,157	\$ -	\$ -				\$ 9,157
Hanover	NA	Rt. 301	Convert SB shoulder to thru/right turn lane btwn Atlee Rd & Atlee Station Rd	CVTA	\$ 5,000,000	\$ 129,833	\$ 2,018	\$ 2,018				\$ 131,850
Hanover	NA	Rt. 1 / Rt. 30	Add signal and turn lanes	CVTA	\$ 1,465,570	\$ 220,767	\$ 22,938	\$ 22,938				\$ 243,705
Hanover	NA	Lewistown Rd / Ashcake Rd	Convert stop-controlled intersection to a roundabout	CVTA	\$ 6,785,000	\$ 492,786	\$ 75,652	\$ 75,652				\$ 568,437
Hanover	NA	Rt. 360 / Cold Harbor Rd / Atlee Rd	Convert signalized intersection to a roundabout	CVTA	\$ 5,660,000	\$ 282,444	\$ 92,385	\$ 92,385				\$ 374,828
Hanover	109260	Pole Green Rd	Widen from 2-4 lanes btwn Bell Creek Rd & Rural Point Rd	Multiple	\$ 22,140,000	\$ -	\$ -	\$ -				\$ -
Hanover	121732	Creighton Rd-Pkwy / Walnut Grove Rd	Convert "T" intersections to a "dogbone" roundabout	CVTA	\$ 2,855,000	\$ 117,166	\$ 148,999	\$ 148,999				\$ 266,166
Hanover	115195	Atlee Station Rd (Ph. 2)	Widen from 2-4 lanes btwn Warren Ave. & Kings Charter Dr.	Multiple	\$ 5,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Greenwood Church Rd/Blanton Rd/Ashland Rd/Ashcake Rd	Convert stop-controlled intersection to a roundabout	CVTA	\$ 7,499,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Rt. 54 / Goddins Hill Rd	Construct left turn lane from WB Rt. 54 to SB Goddins Hill Rd	Multiple	\$ 5,052,000	\$ -	\$ -	\$ -				\$ -
Hanover	121401	Atlee Station Rd (Ph. 3)	Widen from 2-4 lanes btwn Kings Charter Dr & Sliding Hill Rd	Multiple	\$ 24,795,770	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Creighton Rd	Construct left turn lanes at Tammy Ln and Sledds Lake Rd	CVTA	\$ 4,217,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Atlee Rd / Mechanicsville Elementary School	Construct left turn lanes at Mechanicsville Elementary School	CVTA	\$ 1,822,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Meadowbridge Rd / Atlee Rd	Intersection improvement	CVTA	\$ 15,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Pouncey Tract Rd / Ashland Rd	Intersection improvement	CVTA	\$ 10,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Route 360 / Walnut Grove Rd	Intersection improvement	CVTA	\$ 10,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Route 33 (Phase 1)	Widen to 4-lanes	CVTA	\$ 35,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Project Development	Traffic studies including cooridor studies, conceptual plans, cost estimates, traffic operations and safety analysis to support project development and grant applications	CVTA	\$ 450,000	\$ -	\$ -	\$ -				\$ -
Hanover	120331	Trench Widen & Paving Rehab (Various Routes)	Rehabilitate/resurface rural secondary roads (specific routes to be reviewed/selected in conjunction w/VDOT)	CVTA	\$ 42,000,000	\$ 2,677,158	\$ -	\$ -				\$ 2,677,158
Hanover	NA	Bike/Ped. Improvements	TA grant matching funds for countywide bike/ped. improvements	CVTA	\$ 1,046,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Paper Steets - Paving & Maintenance	Paving and limited maintence of private "paper" streets	CVTA	\$ 150,000	\$ 24,662	\$ -	\$ -				\$ 24,662
Hanover	NA	Economic Development Road Improvements	Construct various improvements to support economic development (projects to be selected by the Board of Supervisors)	CVTA	\$ 12,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Railroad X-ing Safety Improvements	Local match for federal grants	Multiple	\$ 100,000	\$ -	\$ -	\$ -				\$ -
Hanover	NA	Vaughan Rd Overpass & Extension	Local match for federal grants	Multiple	\$ 1,000,000	\$ -	\$ -	\$ -				\$ -
Hanover	121413	Cool Spring Elementary School Ped. Imprv.	Ped. improvments	Multiple	\$ 51,000	\$ 8,542	\$ 3,902	\$ 3,902				\$ 12,444
Hanover	NA	Rt. 301 & Hanover Courthouse TAP Application	Conceptual plan and estimate for TAP grant application	CVTA	\$ 7,860	\$ -	\$ 7,860	\$ 7,860				\$ 7,860
Hanover	NA	Rt. 1 /Old Ridge Rd Traffic Signal Warrant Analysis	Traffic signal warrant analysis	CVTA	\$ 3,959	\$ 2,339	\$ 1,620	\$ 1,620				\$ 3,959
Hanover	NA	Engineering Support FTE	New position to support the development of road projects	CVTA	\$ 1,000,000	\$ -	\$ -	\$ -				\$ -
Henrico	09487	Airport Drive Sidewalk (2)		CVTA		\$ 20,363	\$ 91,192	\$ 91,192				\$ 111,555
Henrico	08757	Bethlehem Road Improvements		CVTA	\$ 4,750,000	\$ 77,144	\$ 9,980	\$ 9,980				\$ 87,124
Henrico	08924	Bremo Road Sidewalk (2)		CVTA		\$ 465,031	\$ 4,560	\$ 4,560				\$ 469,591
Henrico	08830	Brooks Road Improvements (2)		CVTA			\$ 43,151	\$ 43,151				\$ 43,151
Henrico	01047	Causeway Dr Sidewalk		CVTA	\$ 120,000	\$ 200,101	\$ -					\$ 200,101
Henrico	09102	Church Rd Safety & Mobility Improvements		CVTA	\$ 2,000,000	\$ (28,945)	\$ -					\$ (28,945)
Henrico	08893	Church Road Sidewalks (2)		CVTA			\$ 303,926	\$ 303,926				\$ 303,926
Henrico	09032	Construction Engineer Inspection Services		CVTA	\$ 4,190,000	\$ 549,892	\$ 57,027	\$ 57,027				\$ 606,919
Henrico	06837	Countywide Pedestrian Improvements		CVTA	\$ 15,655,300	\$ 904,755	\$ 58,768	\$ 58,768				\$ 963,523
Henrico	09389	Countywide Pedestrian Intersection Improvements		CVTA			\$ -					\$ -
Henrico	09055	Countywide Safety Improvements		CVTA	\$ 2,250,000	\$ 879,657	\$ 434,215	\$ 434,215				\$ 1,313,872
Henrico	09054	Countywide Structural Calming Improvements		CVTA	\$ 2,250,000	\$ 815,657	\$ 826,976	\$ 826,976				\$ 1,642,633
Henrico	00985	Creighton Road Improvements		CVTA	\$ 4,650,891		\$ 2,949,570	\$ 2,949,570				\$ 2,949,570

CVTA Quarterly Expenditures

1/29/2024

Jurisdiction	UPC or other	Project Name	Project Detail	Funding Source	CVTA Appropriation	Previous CVTA Expenditures	Expenditures				CVTA Expenditures LTD	
							FY24	Q1 FY24	Q2 FY24	Q3 FY24		Q4 FY24
Henrico	09036	Darbytown Rd/Turner Rd Modular Roundabout		CVTA	\$ 500,000		\$ -					\$ -
Henrico	09489	Doran Roundabout(2)		CVTA		\$ 27,918	\$ 85,879	\$ 85,879				\$ 113,797
Henrico	08481	East Laburnum Sidewalk(2)		CVTA			\$ 78,082	\$ 78,082				\$ 78,082
Henrico	09450	Eastridge Road Sidewalk (2)		CVTA		\$ 11,517	\$ -					\$ 11,517
Henrico	09015	Fall Line Trail		CVTA	\$ 7,630,000	\$ 2,319,818	\$ 402,123	\$ 402,123				\$ 2,721,941
Henrico	09501	Forest Avenue Pedestrian Improvements (2)		CVTA			\$ 11,510	\$ 11,510				\$ 11,510
Henrico	08997	Four Mile Creek (Restrooms)		CVTA	\$ 314,700	\$ 414,646	\$ -					\$ 414,646
Henrico	08784	Gaskins Rd/Quicocasin Rd		CVTA	\$ 200,000		\$ -					\$ -
Henrico	08824	Gaskins Road Sidewalk		CVTA	\$ 200,000		\$ -					\$ -
Henrico	08366	Gay Avenue Sidewalk		CVTA	\$ 1,210,000	\$ 190,639	\$ -					\$ 190,639
Henrico	09460	Glen Allen HS Intersection Improvements (2)		CVTA		\$ 22,300	\$ -					\$ 22,300
Henrico	08996	Glover Park Access Road		CVTA	\$ 3,680,000	\$ 142,708	\$ 87,538	\$ 87,538				\$ 230,246
Henrico	09570	Greenwood Glen and Magnolia Ridge Connector Trail (2)		CVTA			\$ 727	\$ 727				\$ 727
Henrico	06633	Greenwood Road Improvements		CVTA	\$ 1,325,000	\$ 256,329	\$ 52,940	\$ 52,940				\$ 309,269
Henrico	09439	GRTC Bus Stop Improvements (2)		CVTA		\$ (11,725)	\$ -					\$ (11,725)
Henrico	09034	Horsepen Rd/Glenside Drive		CVTA	\$ 590,000	\$ 1,163,108	\$ 70,481	\$ 70,481				\$ 1,233,589
Henrico	09227	Kingsridge Parkway Pedestrian Improvements		CVTA	\$ 700,000		\$ 216	\$ 216				\$ 216
Henrico	09440	Liesfeld Farm Drive (2)		CVTA		\$ 100,979	\$ 51,327	\$ 51,327				\$ 152,306
Henrico	08164	Magellan Parkway		CVTA	\$ 16,010,000	\$ 810,678	\$ 547,584	\$ 547,584				\$ 1,358,262
Henrico	09388	Maude Trevette Elementary Sidewalk (2)		CVTA		\$ 48,693	\$ 1,661	\$ 1,661				\$ 50,354
Henrico	09500	Mayland Safety Improvements (2)		CVTA			\$ -					\$ -
Henrico	09106	Messer Road Trail		CVTA	\$ 400,000	\$ 58,951	\$ 33,855	\$ 33,855				\$ 92,806
Henrico	09287/09267	Mill Road Improvements		CVTA	\$ 750,000	\$ 2,724,028	\$ 315,631	\$ 315,631				\$ 3,039,659
Henrico	09035	N. Gayton Rd Bike/Ped Improvements		CVTA	\$ 750,000	\$ 60,459	\$ 213,001	\$ 213,001				\$ 273,460
Henrico	09522	N. Laburnum Avenue Ped & Transit Improvements (2)		CVTA			\$ 2,352	\$ 2,352				\$ 2,352
Henrico	09449	N. Parham Road Sidewalk Phase III (2)		CVTA		\$ 9,478	\$ 54,557	\$ 54,557				\$ 64,035
Henrico	08478	Nuckols Road Left Turn Land Phase II		CVTA	\$ 550,000	\$ 2,794	\$ -					\$ 2,794
Henrico	09490	Nuckols Road Pedestrian Improvements (2)		CVTA			\$ 1,015	\$ 1,015				\$ 1,015
Henrico	09437	Parham Road Intersection Improvements (2)		CVTA		\$ 72,012	\$ 72,243	\$ 72,243				\$ 144,255
Henrico	09284	Pavement Reclamation		CVTA	\$ 3,000,000		\$ 789,618	\$ 789,618				\$ 789,618
Henrico	09107	Raintree Drive Sidewalk		CVTA	\$ 130,000	\$ 42,131	\$ 2,100	\$ 2,100				\$ 44,231
Henrico	08882	Sadler Place Roundabout		CVTA	\$ 600,000	\$ 46,495	\$ -					\$ 46,495
Henrico	09288	Sadler Road/Sadler Place Improvements		CVTA	\$ 3,825,000		\$ 49,902	\$ 49,902				\$ 49,902
Henrico	08163	Safety Studies		CVTA	\$ 2,025,264	\$ 631,614	\$ 277,791	\$ 277,791				\$ 909,405
Henrico	08150	Short Pump Area/ North Gayton Interchange Study		CVTA	\$ 600,000	\$ 131,612	\$ -					\$ 131,612
Henrico	08276	St Claire Lane Sidewalk		CVTA	\$ 2,300,000	\$ 1,358,031	\$ 210,865	\$ 210,865				\$ 1,568,896
Henrico	09493	Staples Mill & Old Staples Mill Intersection Improvements (2)		CVTA		\$ 25,314	\$ 29,334	\$ 29,334				\$ 54,648
Henrico	09488	Staples Mill Sidewalk (2)		CVTA		\$ 58,755	\$ 15,704	\$ 15,704				\$ 74,459
Henrico	23005	Taylor Farm Park Shared Use Path		CVTA	\$ 2,088,000		\$ -					\$ -
Henrico	09446	Thalbro Street and Maywill Sidewalk(2)		CVTA		\$ 41,254	\$ 108,696	\$ 108,696				\$ 149,950
Henrico	09108	VCC Connector		CVTA	\$ 400,000	\$ 61,652	\$ 90,802	\$ 90,802				\$ 152,454
Henrico	09286	Whiteside Road Roundabout		CVTA	\$ 2,500,000	\$ 2,457,382	\$ 49,902	\$ 49,902				\$ 2,507,284
Henrico	06851	Wilkinson Bridge Reconstruction		CVTA	\$ 5,965,845		\$ -					\$ -
Henrico	09447	Winfrey Road Pedestrian Improvements(2)		CVTA		\$ 26,750	\$ 3,678	\$ 3,678				\$ 30,428
Henrico	09285	Woodman Road Improvements		CVTA	\$ 4,400,000		\$ 425,250	\$ 425,250				\$ 425,250
New Kent	NA	County Trash Pick-Up		CVTA	\$ 60,000	\$ 52,304	\$ 12,476	\$ 12,476				\$ 64,780
New Kent	NA	Bay Transit		CVTA	\$ 65,576		\$ 32,788	\$ 16,394	\$ 16,394			\$ 32,788

