



Photo: Pocahontas State Park, Chesterfield County

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

### NOTES

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

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

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

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

## CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, March 11, 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\\_bVVy3P8rR-mwAMvCuj61JQ](https://planrva-org.zoom.us/webinar/register/WN_bVVy3P8rR-mwAMvCuj61JQ)

1. **Welcome and Introductions**  
(Clarke)
2. **Roll Call & Certification of a Quorum**  
(Scott)
3. **Consideration of Amendments to the Agenda**  
(Clarke)
4. **Approval of Previous Meeting Minutes**  
(Clarke)  
**Requested action: approval of meeting minutes as presented (voice vote).**
  - a. **February 5, 2024, CVTA TAC Meeting Minutes** – page 4
  - b. **February 16, 2024, CVTA TAC Meeting Minutes** – page 7
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:**
  - c. **Wayfinding Plan**
  - d. **DB 2**

8. **Revised Allocation Plan - Round 3 Impacts** – page 18  
**Requested Action:** motion to recommend CVTA approval of March 2024 Regional Projects allocations plan.
9. **Regional Framework Parking Lot List**  
*(Clarke/20 minutes)*  
**Information item:** Review of parking lot items.
10. **Regional Funding Applications: Two-year Cycle Key Dates**  
*(Parsons/10 minutes)*  
**Information Item:** Discussion of tentative schedule for next two year cycle leading up to Smart Scale Round 7.
11. **Third-party Estimate Reviews – Update**  
*(Parsons/10 minutes)*  
**Information item:** Update to TAC on development of engineering on-call bench and discussion of desired outputs of the cost estimate review process
12. **CVTA TAC Member Comments**  
*(Clarke/5 minutes)*
13. **Next Meeting: April 8, 2024, at 1:00 p.m.**  
*(Clarke)*
14. **Adjournment**  
*(Clarke)*

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

**ZOOM MEETING MINUTES  
February 5, 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	
Kerri Ragland		Rhonda Russell (A)		Chessa D. Walker (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goyne	X	Joseph E. Vidunas	X	Todd Eure	X
		Randy Hardman (A)	X		
Thomas M. Coleman (A)		Powhatan County		Sharon Smidler (A)	X
New Kent County		Bret Schardein (A)		City of Richmond	
Amy Inman	X			Dironna Moore Clarke, Chair	X
Kelli Le Duc (A)					
Non-Voting Members					
GRTC Transit System		PlanRVA/RRTP0		RMTA*	
Frank Adarkwa		Myles Busching	X	Joi Taylor Dean	X
Patricia Robinson (A)		VDOT		Virginia Port Authority	
VDRPT		Dale Totten	X	Barbara Nelson	X
Tiffany T. Dubinsky	X	Mark Riblett (A)	X		
Daniel Wagner (A)		Liz McAdory (A)	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 February 5, 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 January 8, 2024, 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. He reported updates to DB2 will be coming soon. Work continues with AB Designs on wayfinding, specifically destinations.

##### **b. DB 2 & 3**

Mark Riblett provided an update on progress on DB3 informed TAC members that DB2 will be on this week's Fall Line Working Group meeting for discussion and review.

#### **8. CVTA Regional Projects Cycle**

##### **a. Round 3 Regional Applications Scorecards**

Mr. Parsons provided an 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**

Mr. Parsons provided an update to TAC on draft allocations plan phasing and layout for staff project recommendations. Committee members suggested adding the CVTA requested amount for Round 3 and the total project cost to the spreadsheet. Committee members had questions about what other sources of funding will be sought for bike-ped projects since SmartScale is reducing those considerations. Mr. Busching reported that two of the projects listed are already receiving Smart Scale funding and the third project is not solely a bike-ped project. Mr. Riblett suggested adding the UPC and current project name for further clarification.

##### **c. CVTA Round 3 Public Review and Hearing**

The round 3 public review period and hearing schedule and documents were reviewed. TAC members had a lengthy discussion about the spreadsheet listing the recommended projects. Several suggestions were made to make the spreadsheet easier to understand.

Mr. Parsons summarized the changes that will be made:

##### **Spreadsheet:**

- Sort and divide by category.
- Add columns for "benefit score" and "cost benefit score".

- Add bullets to public materials 1) project benefit and benefit/cost ranks are sorted by category 2) final funding scenario to be determined by CVTA Authority.
- Remove green shading.

**Draft public notice:**

- Reword the following sentence: “CVTA staff assessed the projects’ merit, cost, and regional value before determining a draft slate of final project commitments” (removing the words, “and members”).

Committee members discussed the list of projects and expressed that they could not recommend approval of the candidate projects, but they agreed that the process was correctly followed by staff. They would like to report that to the Finance Committee and ask that that committee and the full Authority approve the actual funding scenario.

There was discussion about the difficulty in the committee members being able to reach an agreement on the actual funding scenario. TAC can only evaluate the spreadsheet from a technical standpoint.

Mr. Parsons clarified that the public is not being asked to review the scoring; they’re being asked to review the draft funding scenario, which is what is shown in the draft press release. That is also what the Authority will be asked to take action on.

On motion by Amy Inman, seconded by Austin Goyne, the members of the CVTA Technical Advisory Committee voted unanimously to recommend the full list be put out for public comment and move it forward to the Finance Committee for their review and recommendation to the full Authority for approval.

Town of Ashland		Charles City County		Chesterfield County	
Absent		Absent		Chessa Walker	Aye
Goochland County		Hanover County		Henrico County	
Austin Goyne	Aye	Joseph E. Vidunas	Aye	Todd Eure	Aye
New Kent County		Powhatan		City of Richmond	
Amy Inman	Aye	Absent		Dironna Moore Clarke, Chair	Aye

**9. FY24 Quarterly Expenditure Reports (local funds)**

Mr. Parsons reminded committee members that the information on this item was in the packet.

**10. CVTA TAC Member Comments**

Nora Amos requested that a project selection process review be added to a future agenda.

**11. Next Meeting: Monday, March 11, 2024, at 9:00 a.m.**

**12. Adjournment**

Chair Clarke adjourned the meeting at 3:03 p.m.

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

**SPECIAL MEETING MINUTES  
February 16, 2024, 10:00 a.m.**

**Members and Alternates Present:**

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	X	Gary Mitchell		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)		Randy Hardman (A)		Sharon Smidler (A)	X
New Kent County		Powhatan County		City of Richmond	
Amy Inman	X	Bret Schardein (A)		Dironna Moore Clarke, Chair	X
Kelli Le Duc (A)					
Non-Voting Members					
CVTA		GRTC Transit System		PlanRVA/RRTP0	
Chet Parsons	X	Frank Adarkwa	X	Myles Busching	X
RMTA		VDOT			
Joi Taylor Dean		Patricia Robinson (A)	X	Dale Totten	
Virginia Port Authority		VDRPT			
Barbara Nelson	X	Tiffany T. Dubinsky		Mark Riblett (A)	X
		Daniel Wagner (A)	X	Liz McAdory (A)	

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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 February 16, 2024, CVTA Technical Advisory Committee (TAC) special meeting to order at 10:00 a.m.

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

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

**3. Public Comment Period**

There were no requests to address the committee.

**4. CVTA Regional Projects Cycle – Round 3**

Chair Clarke opened the discussion on this matter. She explained what the purpose and anticipated outcomes of the meeting are.

**Action from CVTA Finance Committee:**

CVTA Technical Advisory Committee should meet to discuss the development of an additional draft funding scenario for consideration by the full authority. That consideration should include the following:

- a. Include an additional year of programming funds, which would align this round with the programming year of Smart Scale Round 6, through FY31
- b. Include the use of reserves that CVTA staff have set aside as a potential working capital reserve. This amount is equal to roughly 3 months of expected regional fund revenue and is intended to do the following:
  - I. Help achieve financial stability and flexibility and to provide cushion against unexpected events that could impact cash flow.
  - II. This reserve is different from the framework programming methodology that sets aside a targeted percentage of allocations to cover cost increases and allow for project selection in the future. PFM's opinion is that the framework component is more of a planning and programming guidance than a reserve.
  - III. The working capital reserve can be built back up with expected regional revenue and the guidance suggests for that time period not to exceed 18 months.
- c. In addition to cost-benefit being used as a criteria for projects selection, TAC should also consider:
  - I. Regional benefit
  - II. Adjusted funding requests
  - III. Project readiness
  - IV. Leveraging opportunity
  - V. Other localities support

**Discussion:**

Kristy Choi, PFM, explained that extending another year's revenue will mean there will be further constraints to the pay-go availability and cash in the future. In essence, use of the funds now means they will not be available in the future. In terms of the bonding capacity, the Authority will have that capacity in the future, but will be using some of that leveraging capacity now, rather than having it available later. She did not feel it would impact the credit rating.

Mr. Parsons reported that adding a programming year would add \$60.2 million to the available funding based on the projections received by VDOT. The assumption does not include inflation for leveraging amounts. Mr. Busching clarified that the amount is above and beyond what is included for leveraging; this amount would be for additional projects that might be added.

Ms. Choi clarified that the revenue stream is what drives the bonding capacity. Whichever year bonding is issued, the Authority will have to start making principal and interest payments the following year. It will be important to ensure that funds are available for those payments. It is rare that project expenditures are perfectly aligned with what was projected. The working capital reserve is intended to deal with those differences between expected expenditures and actual expenditures.



The initial analysis that was done, the credit strength will likely be AA or AA+. The bonding capacity is somewhere in the area of \$300 million.

There was discussion about the importance of having the financial policies adopted. The short-term investments that are happening now are typically 6-12 months.

\$151 million is the amount originally available; with these changes \$232.2 is the amount that will be available.

Committee members discussed the status of projects in their respective localities and identified what they would like to have included. An amended list was compiled.

On motion by Barbara Smith, seconded by Todd Eure, the members of the CVTA Technical Advisory Committee voted unanimously to recommend Authority approval of the project list as revised (please see Attachment A for revised list). Roll call vote; please see below:

Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	Aye	Gary Mitchell	Absent	Barbara Smith	Aye
Goochland County		Hanover County		Henrico County	
Austin Goynes	Aye	Joseph E. Vidunas	Aye	Todd Eure	Aye
New Kent County		Powhatan		City of Richmond	
Amy Inman	Aye	Bret Schardein	Absent	Dironna Moore Clarke	Aye

It was noted that the revised spreadsheet will be sent to TAC and Finance Committee members.

**5. CVTA TAC Member Comments**

Committee members shared their thoughts on the meeting and the process that was undertaken.

**6. Next Meeting: Monday, March 11, 2024, at 9:00 a.m.**

**7. Adjournment**

Chair Clarke adjourned the meeting at 1:25 p.m.

### 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 SMART SCALE PROJECT; FUNDS DEFICIT	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 FUNDS ONLY	13	9	\$ 20,783,292	\$ 4,558,767	\$ 4,558,767
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.	4	10	\$ 86,357,966	\$ 25,000,000	\$ 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: <ul style="list-style-type: none"> <li>·Widen New Osborne Turnpike to four lanes (Route 5 to Williamsburg Avenue) with sidewalks on both sides.</li> <li>·Construct a four-lane bridge on New Osborne Turnpike over CSX rail yard.</li> <li>·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.</li> <li>·Enhance connectivity for pedestrians, bicycles, transit, and vehicles between Williamsburg Avenue/New Osborne Turnpike and Route 5.</li> </ul>	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:

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### 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	\$ -
TOTAL CATEGORY AWARD								\$ 700,000

## 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. 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 aquisition, 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

PROJECTS															
ID	Title	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)	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)	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		\$ 76,158,981	\$ -	\$ -		\$ 4,767,006	\$ 8,467,706	\$ 6,489,151		\$ 11,434,376	\$ 7,000,000	\$ 38,158,239	\$ 38,000,742	<b>Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment to</b>
CVTA-0004	#FLT - C Commerce Road - Phase I	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)		\$ 3,760,000	\$ -	\$ 3,000,000								\$ 3,000,000	\$ 760,000	
CVTA-0008	#FLT - Park St (Segment 6C)	117047	\$ 890,000	\$ 437,000	\$ 713,000								\$ 713,000	\$ (260,000)	
CVTA-0009	#FLT - Lakeside Community Trail Ph 1 (Segment 6D.1)	118065	\$ 3,310,000	\$ 2,560,519	\$ 396,504								\$ 396,504	\$ 352,977	
CVTA-0010	#FLT - Lakeside Community Trail Ph 2 (Segment 6D.2)	118091	\$ 4,290,000	\$ 3,363,217	\$ 803,000								\$ 803,000	\$ 123,783	
CVTA-0011	#FLT - Lakeside Community Trail Ph 3 (Segment 6D.3)		\$ 4,150,000	\$ -	\$ 3,073,000								\$ 3,073,000	\$ 1,077,000	
CVTA-0012	#FLT - Brook/Hilliard Road Diet (Segment 6E)	118153	\$ 6,710,000	\$ 4,678,000	\$ 1,037,401								\$ 1,037,401	\$ 994,599	
CVTA-0013	#FLT - Villa Park Phase (Segment 6G)		\$ 4,890,000	\$ 691,000	\$ 3,706,000								\$ 3,706,000	\$ 493,000	
CVTA-0014	#FLT - Longdale Trail (Segments 7A - 7C.1)		\$ 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	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	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	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	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		\$ 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	<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		\$ 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		\$ 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		\$ 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		\$ 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>

PROJECTS															
ID	Title	UPC	TOTAL Est	Other Funds	Previous	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total CVTA	Balance to Complete	Notes
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
CVTA-0045	I-64 Widening		\$ 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		\$ 11,553,092	\$ 8,027,213	\$ -							\$ 3,152,729	\$ 3,152,729	\$ 373,150	
CVTA-0047	E Richmond Highway Fall Line Trail Improvements		\$ 39,424,891	\$ 16,171,265	\$ -					\$ 5,000,000			\$ 5,000,000	\$ 18,253,626	
CVTA-0048	Busy Street Extension		\$ 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		\$ 20,600,434	\$ -	\$ 7,500,000								\$ 7,500,000	\$ 13,100,434	
CVTA-0050	F Port of Virginia Gateway Interchange and Streetscape Improvements		\$ 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		\$ 30,829,059	\$ -	\$ 7,500,000								\$ 7,500,000	\$ 23,329,059	
CVTA-0052	Route 60/33/Beulah Roundabout		\$ 13,866,771	\$ 689,000	\$ 3,000,000								\$ 3,000,000	\$ 10,177,771	
CVTA-0053	Route 60 (Village of Midlothian) Corridor Enhancements		\$ 38,057,737	\$ 2,500,000	\$ 800,435	\$ 4,393,738		\$ 15,625,417	\$ 32,526				\$ 20,852,116	\$ 14,705,621	
CVTA-0054	Route 106 Diverging Diamond Interchange Project		\$ 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		\$ 231,030,198	\$ 170,000,000	\$ -				\$ 3,704,277	\$ 13,795,723	\$ 9,750,000		\$ 27,250,000	\$ 33,780,198	
CVTA-0056	Rt. 360/Walnut Grove Rd Intersection Improvement		\$ 14,626,811	\$ -	\$ -				\$ 1,295,723		\$ 2,000,000	\$ 6,704,277	\$ 10,000,000	\$ 4,626,811	
CVTA-0057	Short Pump Area Improvements		\$ 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		\$ 4,000,000	\$ -	\$ 4,000,000								\$ 4,000,000	\$ -	
CVTA-0059	Rt. 1 and Ashcake Intersection		\$ 5,729,034	\$ 50,000	\$ 2,180,340								\$ 2,180,340	\$ 3,498,694	
CVTA-0060	US 60/VA13 Intersection Improvement		\$ 17,689,417	\$ -	\$ 3,042,116	\$ 1,957,884							\$ 5,000,000	\$ 12,689,417	
CVTA-0061	Atlee Rd/Meadowbridge Rd Intersection Improvement		\$ 750,750	\$ -	\$ 700,000								\$ 700,000	\$ 50,750	
CVTA-0062	North South BRT		\$ 143,510,655	\$ -	\$ -							\$ 8,000,000	\$ 8,000,000	\$ 135,510,655	
CVTA-0063	Pulse Extension West (GRTC)		\$ 66,634,689	\$ -	\$ 7,000,000								\$ 7,000,000	\$ 59,634,689	
CVTA-0064	Downtown Transit Hub		\$ 40,562,370	\$ -	\$ -							\$ 6,500,000	\$ 6,500,000	\$ 34,062,370	
<b>SUBTOTAL</b>			\$ 2,749,368,265	\$ 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	\$ 75,080,000	\$ 80,890,000	\$ 83,860,000	\$ 86,800,000	\$ 89,670,000	\$ 92,020,000	\$ 92,940,000	\$ 870,119,157
<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>	\$ -	\$ 7,508,000	\$ 12,133,500	\$ 16,772,000	\$ 21,700,000	\$ 26,901,000	\$ 32,207,000	\$ 32,529,000	\$ 149,750,500
<b>REMAINING FUNDS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -