

AGENDA

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

Friday, February 25, 2022
8:30 a.m.

PlanRVA James River Board Room and Zoom

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

VA Port Authority

GRTC

RMTA

This meeting is open to the public. Members of the public are invited to attend in-person or virtually.

If you wish to participate in this meeting virtually, please register via Zoom at https://planrva-org.zoom.us/webinar/register/WN_mV9ga_N0SyWcdv9dhhbK5ZA

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 www.youtube.com/c/PlanRVA.

Call to order (Thornton)

Pledge of Allegiance (Thornton)

Certification of a quorum (Firestone)

Opening statement for virtual participation of members

(Parsons/as needed)

Welcome and introductions / new member (Powhatan) (Thornton)

A. ADMINISTRATION

1. Consideration of amendments to the agenda

(Thornton)

2. Approval of December 30, 2021, CVTA meeting minutes – page 4

(Thornton)

Action requested: motion to approve CVTA meeting minutes as presented.

3. Open public comment period

(Thornton/5 minutes)

4. CVTA Chairman's report
(Thornton/15 minutes)

a. CVTA staffing update – page 15

Action requested: motion to initiate the recruitment process for an Executive Director and direct the staffing subcommittee to report back with finalists for consideration.

B. COMMITTEE REPORTS

1. CVTA Finance Committee update
(Peterson/30 minutes)

a. Finance Directors Working Group update- debt policy – page 22
(Hughes/20 minutes)

Action requested: motion to approve a pledge policy not to exceed 10% of total annual projected regional revenues for debt issuances.

b. CVTA Financial Advisory Firm recommendation
(Closed Session - Virginia Code Section 2.2 3711 (A) (29))
(Harris/20 minutes)

***A separate Zoom link will be provided to members to access the Closed Session**

Action requested: motion to convene in a closed session pursuant to the Virginia Freedom of Information Act Section 2.2-3711 (A) (29), for the purpose of discussing a public contract involving the expenditure of public funds, including interviews of bidders or offerors, and discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body. during which all recording of the meeting will cease.

Action requested following closed session: motion to approve selection of a financial advisory services provider as recommended by the Finance Directors' Working Group.

c. FY21 Annual Certification and FY23 Expenditure Plans update
(Parsons/10 minutes)

d. Regional Funding FY23-FY26

1) Funding Projections for FY23 to FY26 of 6-year plan – page 32

Action requested: motion to approve the revised regional funding projections from FY23 to FY26 for the purposes of establishing a 6-year funding plan.

2) Public hearing authorization – FY23 to FY26 draft funding scenario

Action requested: Authorize a public hearing on the FY23 to FY26 draft funding scenario to be held April 29, 2022, following a 15-day public comment period from April 13, 2022, until April 28, 2022.

2. CVTA Technical Advisory Committee (TAC) update

(Eure/Parsons/20 minutes)

a. FY23 to FY26 Regional Fund Projects applications – overview of requests, timeline updates, funding scenario options – page 33

b. Fall Line Working Group - update

C. OTHER BUSINESS

1. Proposed legislation to add the CEO of the Capital Region Airport Commission as ex officio, nonvoting CVTA member – page 39

(Heeter/5 minutes)

2. CVTA member comments

D. ADJOURNMENT

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY
MINUTES OF MEETING
Friday, December 3, 2021, 8:30 a.m.
PlanRVA James River Board Room and Zoom

Members Present:

Jurisdiction/ Agency	Member	Present	Absent	Designee	Present	Absent
Town of Ashland	John H. Hodges	X		Daniel McGraw		X
Charles City County	William G. Coad	X		Vacant		
Chesterfield County	Kevin P. Carroll, Vice Chair (virtual)	X		Leslie Haley		X
Goochland County	Neil Spoonhower	X		Vacant		
Hanover County	W. Canova Peterson	X		Sean M. Davis		X
Henrico County	Frank J. Thornton, Chair	X		Patricia S. O'Bannon		X
New Kent County	Patricia A. Paige (X		Vacant		
Powhatan County	David T. Williams	X		Vacant		
City of Richmond	Mayor Levar M. Stoney	X		Cynthia Newbille		X
VA House of Delegates	Delegate Delores McQuinn (virtual)	X		N/A		
Senate of Virginia	Senator Jennifer L. McClellan		X	N/A		
Commonwealth Transportation Board	Carlos M. Brown	X		N/A		

Non-Voting Ex-Officio

Agency	Member	Present	Absent	Designee	Present	Absent
VDRPT	Jennifer Mitchell		X	Jennifer DeBruhl	X	
VDOT	Stephen Brich		X	Shane Mann		X
				Mark Riblett(virtual)	X	
Virginia Port Authority	Stephen A. Edwards		X	Cathie J. Vick		X
				Barbara Nelson	X	
GRTC Transit System	Julie Timm	X		Sheryl Adams		X
RMTA	Joi Taylor Dean	X		N/A		

The technology used for this meeting was a web-hosted service created by YouTube Live Streaming and was open and accessible for participation by members of the public. Voting record tables are attached to the action meeting minutes in Appendix A. A recording of this meeting is available on the [Plan RVA YouTube Channel](#).

CALL TO ORDER

The Central Virginia Transportation Authority (CVTA) Chairman, Frank J. Thornton, presided and called the December 3, 2021, Central Virginia Transportation Authority meeting to order at 8:35 a.m.

ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM

Janice Firestone, Program Coordinator, took attendance by roll call and certified that a quorum was present. All members were present at the time of roll call except for Carlos M. Brown, who arrived at 8:53 a.m., and Delegate Delores McQuinn, who arrived (virtually, via Zoom) at 9:30 a.m.

A. ADMINISTRATION

1. Consideration of Amendments to the Action Meeting Agenda

Chet Parson, PlanRVA, explained that some of the packet documents have been updated since the packets were mailed to members and posted on the website. He gave an explanation of each of the changes to the packet documents.

There were no other requested changes to the meeting agenda.

2. Approval of October 29, 2021, CVTA Meeting Minutes

There were no comments or corrections to the October 29, 2021, CVTA meeting minutes.

On motion of David T. Williams, seconded by William G. Coad, the Authority unanimously approved the minutes of the October 29, 2021, CVTA meeting as presented (voice vote).

3. Open Public Comment Period

There were no requests to address the CVTA.

4. CVTA Chairman's Report

The Chairman welcomed everyone and announced that staffing matters will be addressed at a later meeting due to the large number of items to be heard today.

B. PUBLIC HEARING – CVTA PROJECT LIST FOR INITIAL INVESTMENT OF REGIONAL REVENUE FUNDS

The Chairman opened the public hearing and asked that anyone wishing to address the Authority on the matter come forward. Virtual attendees were invited to utilize the Zoom Q&A function if they wished to comment. Louise Locket Gordon, Director of BikeWalkRVA with Sportsbackers, was attending virtually and commented that they are very supportive of the inclusion of the Fall Line in the CVTA's regional investment. She noted the importance of the trail for the region and the positive impacts it will have.

The following public comments were submitted via email prior to the public hearing:

NAME, DATE RECEIVED	COMMENTS
Virginia Cowles 11-24-21	The proposed regional projects have my full support. The Fall Line Trail is a truly regional project that many people in the Richmond area have wanted. It will provide recreation, good exercise, and in some cases an alternate means of commuting. The projects proposed for Charles City, Goochland, New Kent and Powhatan will meet some of those counties' high priority transportation needs that will benefit the entire region. The public will undoubtedly be happy to see CVTA funds put to such good use.
Laura Goren 12-2-21	I am writing as a resident of the City of Richmond to support the CVTA funding of Fall Line-related projects. I am particularly glad to see the proposed improvements to bike/ped access to the Manchester Bridge. Although the details of the new plan are not clear to me, it appears that the Fall Line alignment on the Manchester Bridge will result in new access to and from the bridge median, which is currently inaccessible to people who use wheelchairs / scooters or who otherwise cannot climb stairs or do not feel safe using a dark, isolated staircase. For me, new bicycle / pedestrian access to and from the Manchester Bridge median will mean a safer and more direct commute via bike for work meetings downtown. (I currently primarily use the Mayo Bridge, which is often out of the way and sometimes results in cars buzzing me at high speeds.)
Sam Miller 12-2-21	Greetings, As a new resident of Henrico County I am very excited about the prospect of the Fall Line Trail and its ability to provide recreational opportunities, fill a missing transportation need, and connect non-motorized citizens to central Virginia communities. Bikeways have consistently been shown to increase property values, a sense of community, and the quality of life for their citizens. The most desirable cities in the U.S. seem to have the most extensive bikeway networks (and other trails/greenways) and companies seek to invest in communities with sufficient access to these types of trails. Since moving to Henrico County I have noticed many people biking and walking in unsafe conditions and the 43-mile Fall Line trail would extend transportation needs through a congested area. The linkage to major parks and trails (Capital Trail) would expand recreational opportunities thereby reducing traffic and benefiting the environment. Thank you for considering this exciting development opportunity for central Virginia.
Carrie Miller 12-2-21	Hello, I am contacting you today in support of the 43-mile Fall Line from Petersburg to Ashland. I think this would be a great way to increase biking opportunities for central Virginia. Biking opportunities are currently clustered in a very few areas, this trail would extend biking opportunities to more areas. I believe this a great investment for the region. It will help attract and retain young families, outdoor enthusiasts, as well as increase access to the outdoors for many people in the area. Thank you for your time and consideration.

Seeing no others come forward or indicate they wished to speak, the Chairman asked for a motion to close the public hearing. On motion by Levar M. Stoney, seconded by David T. Williams, the Authority voted unanimously to close the public hearing (voice vote).

C. COMMITTEE REPORTS

1. CVTA Finance Committee Update

a. Financial Report

Mayor Stoney asked Martha Heeter, PlanRVA, to provide the financial report. Ms. Heeter reported that the Finance Committee has asked the Finance Directors Work Group to identify recommended debt policies for the committee to review prior to making a decision and recommendation for a Financial Advisory Services provider. Ms. Heeter clarified that the debt policies from other transportation authorities in Virginia (Northern Virginia and Hampton Roads) as well as those of the localities, are being reviewed.

b. Regional Revenue Projections

Mr. Parsons provided an overview of the projections and noted that this is the recommendation from the Finance Committee, the Finance Directors Work Group and the TAC. He noted that the figures will be updated as necessary; this is just to establish a baseline

On motion of Levar M. Stoney, the Authority unanimously approved the six-year regional budget from FY22 to FY27. (roll call vote; see Appendix A, page 7).

2. CVTA Technical Advisory Committee TAC Update

a. Fall Line Cost Estimate Update

The updated document, CVTA Candidate Projects – FY 2021 – FY 2022 was reviewed.

Authority members had questions about the adjusted figures and the gap (remaining need) amount. Mr. Parsons and Todd Eure, Chair of the CVTA Technical Advisory Committee, clarified how the Fall Line Working Group and TAC developed the three footnotes on the document and provided an explanation for each:

- Total estimate: this is the original amount provided by VDOT for consideration as a baseline. That figure is based on 2021 dollars.
- Future value estimate: this column reflects a 3% escalation for inflation out to 2027. The next column, Committed Funding, is a realization of any other funding that may be received (example: SmartScale or CMAQ).
- Gap: this is the remaining amount that is needed for each segment.

Authority members discussed the fact that there are other transportation needs that are equally, if not more important than the Fall Line Trail. An example given was widening I64 through New Kent County.

b. Project Selection

On motion by W. Canova Peterson, seconded by John H. Hodges, the Authority unanimously approved the candidate projects to be supported by FY 2021 and FY 2022 CVTA Regional Funds. (roll call vote; see Appendix A, page 8). There was a clarification that this motion approves the Fall Line and Regional projects; it does not constitute appropriating the funds. It validates the list of projects presented in the public hearing as the slate of projects that can receive funding from FY21 and FY22 regional CVTA funds.

On motion by David T. Williams, seconded by William G. Coad, the Authority unanimously approved the appropriation of funds for the candidate projects approved in the previous motion under item C.2.b. by FY2021 and FY2022 CVTA Regional Funds in the amount of \$104,457,478 for the identified Fall Line Trail projects and \$9,413,595 for the rural projects in Goochland, New Kent, Powhatan, and Charles City Counties, for a total appropriation of \$113,871,073. (roll call vote; see Appendix A, page 9).

c. Gap Funding Letter

Mr. Parsons explained that the letter to the Governor of Virginia outlines the 104.5M commitment made today, uses the project list that was adopted today and recognizes 132.1M in remaining need.

On motion by W. Canova Peterson, seconded by David T. Williams, the Authority unanimously approved the letter requesting VA General Assembly and Governor's assistance in meeting the outstanding project funding amount. (roll call vote; see Appendix A, page 10).

d. Six-year project selection and approval timeline

On motion by John H. Hodges, seconded by David T. Williams, the Authority unanimously approved the project selection timeline. (roll call vote; see Appendix A, page 11).

e. Fall Line Working Group

Mr. Eure reported that this is a group that came out of CVTA TAC. It includes representatives from the five jurisdictions along the Fall Line as well as VDOT. The group held its first meeting on December 1st and will work to recommend the process to move the Fall Line from funding allocation to implementation.

D. OTHER BUSINESS

John H. Hodges commented on the importance of clarifying exactly where the Fall Line Trail is. Some maps still show the old alignment.

Patricia A. Paige wished everyone a Merry Christmas and safe holiday season on behalf of New Kent County.

Eric Gregory, Hefty, Wiley and Gore, reminded members that the virtual participation authorized by the City of Richmond is coming to an end on

December 31, 2021. The ability to participate virtually will be much more limited going forward. This applies to Authority members. Members of the public will still be able to attend the meetings virtually as they have been. He detailed the specific requirements for member virtual participation.

Chair Thornton wished everyone a safe and Merry Christmas. He thanked everyone for their work and participation.

E. ADJOURNMENT

Chairman Thornton adjourned the meeting at 9:56 a.m.

CAP/jf

Motion as presented: Motion to approve the six-year regional budget from FY22 to FY27
First: Levar M. Stoney
Second: N/A

Select location of proposed service/facility = **N/A**

Members	Population*	Weighted Votes	UNWEIGHTED				Voting Check	Population "Yays"	WEIGHTED	
			"Yay"	"Nay"	Abstain	Absent			"Yay"	"Nay"
Ashland	7,873	1	1				Ok	7,873	1	0
Charles City	6,773	1	1				Ok	6,773	1	0
Chesterfield	364,548	4	1				Ok	364,548	4	0
Goochland	24,727	2	1				Ok	24,727	2	0
Hanover	102,106	3	1				Ok	102,106	3	0
Henrico	334,389	4	1				Ok	334,389	4	0
New Kent	22,945	2	1				Ok	22,945	2	0
Powhatan	30,333	2	1				Ok	30,333	2	0
Richmond	226,610	4	1				Ok	226,610	4	0
Delegate		1				1	Ok		0	0
Senator		1				1	Ok		0	0
CTB Member		1	1				Ok		1	0
* Census 2020	1,120,304	26	10	0	0	2	12	1,120,304	24	0

OVERALL VOTE = **PASS**

Voting Check	VALID
Quorum Present	YES
Weighted Vote Simple Majority	PASS
4/5 Population in Affirmative	PASS

Motion as presented: Motion to approve candidate projects to be supported by FY 2021 and FY 2022 CVTA Regional Funds
 First: Peterson
 Second: Hodges

Select location of proposed service/facility = N/A

Members	Population*	Weighted Votes	UNWEIGHTED				Voting Check	Population "Yays"	WEIGHTED	
			"Yay"	"Nay"	Abstain	Absent			"Yay"	"Nay"
Ashland	7,873	1	1				Ok	7,873	1	0
Charles City	6,773	1	1				Ok	6,773	1	0
Chesterfield	364,548	4	1				Ok	364,548	4	0
Goochland	24,727	2	1				Ok	24,727	2	0
Hanover	102,106	3	1				Ok	102,106	3	0
Henrico	334,389	4	1				Ok	334,389	4	0
New Kent	22,945	2	1				Ok	22,945	2	0
Powhatan	30,333	2	1				Ok	30,333	2	0
Richmond	226,610	4	1				Ok	226,610	4	0
Delegate		1				1	Ok		0	0
Senator		1				1	Ok		0	0
CTB Member		1	1				Ok		1	0
* Census 2020	1,120,304	26	10	0	0	2	12	1,120,304	24	0

OVERALL VOTE = PASS

Voting Check	VALID
Quorum Present	YES
Weighted Vote Simple Majority	PASS
4/5 Population in Affirmative	PASS

Motion to approve allocating the funds for the projects approved in the previous motion; \$104,457,478 for the Fall Line Trail Projects, \$9,413,595 for the rural projects, for a total of \$113,871,073
 Motion as presented: Williams
 Second: Coada

Select location of proposed service/facility = N/A

Members	Population*	Weighted Votes	UNWEIGHTED				Voting Check	Population "Yays"	WEIGHTED	
			"Yay"	"Nay"	Abstain	Absent			"Yay"	"Nay"
Ashland	7,873	1	1				Ok	7,873	1	0
Charles City	6,773	1	1				Ok	6,773	1	0
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Goochland	24,727	2	1				Ok	24,727	2	0
Hanover	102,106	3	1				Ok	102,106	3	0
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New Kent	22,945	2	1				Ok	22,945	2	0
Powhatan	30,333	2	1				Ok	30,333	2	0
Richmond	226,610	4	1				Ok	226,610	4	0
Delegate		1			1		Ok		0	0
Senator		1				1	Ok		0	0
CTB Member		1			1		Ok		0	0
Total	1,120,304	26	9	0	2	1	12	1,120,304	23	0

* Census 2020

OVERALL VOTE = PASS

Voting Check	VALID
Quorum Present	YES
Weighted Vote Simple Majority	PASS
4/5 Population in Affirmative	PASS

Motion to approve letter requesting VA General Assembly and Governor's assistance in meeting outstanding project

Motion as presented: funding amount

First: Williams

Second: Coad

Select location of proposed service/facility = N/A

Members	Population*	Weighted Votes	UNWEIGHTED				Voting Check	Population "Yays"	WEIGHTED	
			"Yay"	"Nay"	Abstain	Absent			"Yay"	"Nay"
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Delegate		1	1				Ok		1	0
Senator		1				1	Ok		0	0
CTB Member		1	1				Ok		1	0
* Census 2020	1,120,304	26	11	0	0	1	12	1,120,304	25	0

OVERALL VOTE = PASS

Voting Check	VALID
Quorum Present	YES
Weighted Vote Simple Majority	PASS
4/5 Population in Affirmative	PASS

Motion as presented: Motion to approve project selection timeline.

First: Hodges

Second: Williams

Select location of proposed service/facility = N/A

Members	Population*	Weighted Votes	UNWEIGHTED				Voting Check	Population "Yays"	WEIGHTED	
			"Yay"	"Nay"	Abstain	Absent			"Yay"	"Nay"
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CTB Member		1	1				Ok		1	0
* Census 2020	1,120,304	26	11	0	0	1	12	1,120,304	25	0

OVERALL VOTE = PASS

Voting Check	VALID
Quorum Present	YES
Weighted Vote Simple Majority	PASS
4/5 Population in Affirmative	PASS

JOB DESCRIPTION EXECUTIVE DIRECTOR FOR CENTRAL VIRGINIA TRANSPORTATION AUTHORITY (CVTA)

Background

The Central Virginia Transportation Authority (CVTA) is a newly created organization that provides funding opportunities for priority transportation investments across the central Virginia region. This CVTA was established in 2020 by the Virginia General Assembly. The Richmond Regional Transportation Planning Organization (RRTPO), established by the Virginia General Assembly in 2002, serves as a resource for the CVTA through both expert planning advice and staff support.

The CVTA comprises the nine counties and cities located in Planning District 15, which includes the Town of Ashland, the City of Richmond, and the Counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent and Powhatan. The Commonwealth of Virginia is known for its well-managed and progressive 95 counties and 38 independent cities. The CVTA will administer transportation funding and is directed to review the governance structure of existing transit service in the Richmond region and evaluate the possibility of creating a transportation district.

Organization of the CVTA

The CVTA functions like a board of directors, responsible for general policy and decision-making with respect to planning, programming and implementation of regional transportation improvements; additionally, it has fiduciary responsibility for revenue transferred to it by the Commonwealth to include compliance with statutory guidance on CVTA and member jurisdictional use of funds.

Key committees:

- Finance Committee. Advises CVTA on all financial matters and oversees CVTA's financial activities.
- Technical Advisory Committee (TAC). Advises and provides recommendations on the development of projects, funding strategies and other matters as directed by CVTA.
- Program Planning Advisory Committee (PCAC). Advises CVTA on broad policy issues related to periodic update of CVTA's Long Range Transportation Plan, with specific consideration to regional transportation, land use and growth issues.
- Jurisdiction and Agency Coordinating Committee (JACC). Advises CVTA on transportation projects and services, regional transportation planning, long-range planning, air quality and legislation; functions as CVTA's lead committee for coordination of regional transportation plans and programs.
- Council of Counsels. Provides legal counsel and advice to CVTA.

Leadership

As a key member of the CVTA's management team, the executive director is responsible for day-to-day operations of the CVTA, to include:

- Leadership:
 - ▶ Sets the strategic vision for the CVTA and ensures planning and programming of CVTA-directed investments that supports achievement of its long-range plan, in collaboration with committees and local jurisdictions.
 - ▶ Oversees administration of the CVTA.
 - ▶ Ensures that a coordinated annual operational plan and calendar are drafted for CVTA approval.
 - ▶ Recommends an annual operations budget and debt service (capital) budget and, in concert with the Finance Committee, manages CVTA's resources.
 - ▶ Provides leadership to CVTA committee members.
- Building working relationships:
 - ▶ Develops and maintains relationships with CVTA members.
 - ▶ Collaborates with CVTA to identify problems, needs, opportunities and coordinates responsibility for achieving both near-term and long-term goals.
 - ▶ Reports monthly to CVTA on specific tasks and responsibilities.
 - ▶ Forges effective, mutual relationships with elected officials and key jurisdictional/agency staffs at all levels of government, private sector partners and members of community groups and the public.

Specific Responsibilities

- Serves as principal staff advisor to the CVTA and its members on all matters related to responsibilities and functioning of the CVTA.
- Serves as principal CVTA staff coordinator with jurisdictions and relevant agencies, recognizing that various committee staff leads work directly with counterpart staff members.
- Takes a lead role in drafting a strategic vision and plans for the CVTA, in collaboration with appropriate committees.
- Ensures coordination amongst the various committees and Council of Counsels so that the CVTA receives coordinated recommendations, while also ensuring that advisory committees' advice is also presented to the CVTA.

- Ensures that financial responsibilities and accountability are fulfilled by the CVTA.
- Selects and supervises CVTA staff.
- Drafts staff coordinated agenda for Chairman's consideration and ensures that meeting informational packets are prepared and distributed in a timely fashion in advance of meetings.

Preferred Characteristics

- Self-starter comfortable working with broad [board] guidance and minimal oversight.
- Professional demeanor that "presents well" to public officials (elected and appointed).
- Accustomed to working with multiple agencies and engendering a cooperative relationship.
- Knowledge of transportation issues at a strategic and operational level.
- Ability to work through competing needs among various jurisdictions
- Ability to communicate effectively with elected and appointed officials and the public.
- Ability to prepare briefings, charts and reports readily understood by the public.
- Ability to cast and exercise broad leadership vision, while engaging in day-to-day operational matters necessary in a small office environment.
- Accustomed to serving as the organization's spokesperson with various media (e.g., print, radio and television).

Qualifications

- Bachelor's degree in public or business administration, public policy, economics, engineering, transportation planning or a related, relevant discipline. Master's degree preferred.
- Demonstrated knowledge/experience:
 - ▶ Minimum of 10 years of relevant management experience, with demonstrated success in a fast-paced environment preferred, or
 - ▶ Working with public-private partnerships, particularly those related to transportation projects preferred.
 - ▶ Working in a complex political and policy environment where consensus building is critical to organizational success.
 - ▶ Experience in the general principles and practices of public financial systems, ideally to include capital financing and budgeting.
 - ▶ Proven track record with large regional multi-year capital transportation infrastructure projects.
 - ▶ Background in coordination of project presentations and meeting project deadlines across multiple jurisdictions and agencies.

- Knowledge of:
 - ▶ Federal rules relating to transportation planning with non-attainment of air quality standards.
 - ▶ Large transportation/transit service project management, oversight standards, tools and techniques.
 - ▶ Financial planning and best oversight approaches.
 - ▶ Insight into Obstacle's transportation projects may encounter, such as environmental issues, working through VDOT processes and federal regulatory agency requirements in the capital planning and implementation process is preferred.
 - ▶ Methods for transportation/transit performance evaluation (from regional perspective) and measurement tools.
 - ▶ Board meeting management and logistics, organization and time management.
- Ability to:
 - ▶ Work and interact effectively and professionally with CVTA and key jurisdictional staff.
 - ▶ Define goals and develop plans/mechanisms to achieve them.
 - ▶ Establish and maintain effective working relationships with peers and colleagues.
 - ▶ Exercise effective time management, balance multiple priorities and consistently meet timelines and due dates.
 - ▶ Develop, implement and monitor internal controls.
 - ▶ Use and apply typical office software programs.

A combination of equivalent training and experience may be considered.

Additional Considerations

- Executive Director will travel often (normally with his/her vehicle) in Central Virginia; will be provided a monthly travel allowance.
- Executive Director is expected to live in Central Virginia.

Work Environment

Work will typically be performed in a quiet, office environment. Executive Director support to CVTA and committee meetings will be provided in a public meeting environment that may be crowded and sometimes noisy. Considerable travel within the region is to be expected.

The Central Virginia Transportation Authority is an Equal Opportunity Employer.





THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

announces the recruitment for

the position of

EXECUTIVE DIRECTOR



Background

The Central Virginia Transportation (CVTA) is a newly created organization that provides funding opportunities for priority transportation investments across the central Virginia region. This CVTA was established in 2020 by the Virginia General Assembly. The Richmond Regional Transportation Planning Organization (RRTPO), established by the Virginia General Assembly in 2002, serves as a resource for the CVTA through both expert planning advice and staff support.

The CVTA comprises the nine counties and cities located in Planning District 15, which includes the Town of Ashland, the City of Richmond, and the Counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent and Powhatan. The Commonwealth of Virginia is known for its well-managed and progressive 95 counties and 38 independent cities. The CVTA will administer transportation funding and is directed to review the governance structure of existing transit service in the Richmond region and evaluate the possibility of creating a transportation district.

Our Mission

The purpose of a planning district commission is to encourage and facilitate local government cooperation and state-local cooperation in addressing, on a regional basis, problems of greater than local significance. The cooperation facilitates the recognition and analysis of regional opportunities and takes into consideration regional influences in planning and implementing public policies and services.

Organizational Structure

The CVTA functions like a board of directors, responsible for general policy and decision making with respect to planning, programming and implementation of regional transportation improvements; additionally, it has fiduciary responsibility for revenue transferred to it by the Commonwealth to include compliance with statutory guidance on CVTA and member jurisdictional use of funds.

Key committees:

- Finance Committee. Advises CVTA on all financial matters and oversees CVTA's financial activities.
- Technical Advisory Committee (TAC). Advises and provides recommendations on the development of projects, funding strategies and other matters as directed by CVTA.
- Program Planning Advisory Committee (PCAC). Advises CVTA on broad policy issues related to periodic update of CVTA's Long Range Transportation Plan, with specific consideration to regional transportation, land use and growth issues.

- Jurisdiction and Agency Coordinating Committee (JACC). Advises CVTA on transportation projects and services, regional transportation planning, long-range planning, air quality and legislation; functions as CVTA's lead committee for coordination of regional transportation plans and programs.
- Council of Counsels. Provides legal counsel and advice to CVTA.

Our Communities

The Richmond, Virginia region is located at the midpoint, halfway between New England and Florida, along the East Coast.

Virginia is fortunate to be located at the center of the East Coast economic corridor. The nation's capital, Washington, D.C., is adjacent to Virginia's northeast corner. Richmond, Virginia's state capital, is only 98 miles due south of D.C. (two-hour drive).

The CVTA region area covers 2,165 square miles with a population of approximately 1 million covering the nine member jurisdictions.

Town of Ashland

Ashland is the only incorporated town in the region located in the heart of Hanover County. The town has evolved from a railroad resort to a college town with the relocation of Randolph Macon College to the town in 1868.

Ashland is a community of seven square miles with a population of 7,565. The Town of Ashland is committed to stable growth while preserving the historic district, connecting its residential neighborhoods through a system of parks and trails.



County of Charles City

Charles City County is located east of Richmond and west of Williamsburg, with a southern border on the James River and an eastern border on the Chickahominy River.

Charles City County is a sparsely populated rural haven with a population of 6,773 residents who enjoy the benefits of a rural quality of life with easy access to urban centers and attractions.



County of Chesterfield

Chesterfield County is a rapidly growing suburban community with a population of 364,548.

Situated between the James and Appomattox Rivers, the county has a land area of 437 square miles.

Chesterfield County is the fourth largest county in Virginia with much of the development in the northernmost part of the county.



County of Goochland

Goochland County is located approximately 13 miles west of Richmond, adjacent to Henrico County. The easternmost part of Goochland, complete with infrastructure, is slated for development while the western part is planned to remain rural.

Route 288 along its eastern border provides connection through the West Creek Business Center to I-64. The county is 289 square miles with a population of about 24,727. Goochland offers an excellent quality of life, close to amenities but removed from high densities and traffic.



County of Hanover

Hanover County is a vibrant rural and suburban locality with a population of 109,979 and a land area of 471 square miles.

Hanover includes the incorporated Town of Ashland. The county is located between the Chickahominy and Pamunkey Rivers. Much of the development is oriented to I-95 and I-295, north of Richmond.



County of Henrico

Henrico County is the employment center of the region with a population of 334,389. The Richmond International Airport and Richmond International Raceway, which hosts two major NASCAR races each year, are both located in

the county.

The county has a total land area of 245 square miles and wraps around the City of Richmond to the north extending east and west.



County of New Kent

New Kent County is a growing suburbanizing community, located 15 miles east of the City of Richmond.

New Kent County has a population of 22,945 with 212 square miles of land and water. The New Kent County development pattern is shaped by the major interchanges of I-64 as it extends to the east.



County of Powhatan

Powhatan County consists of 270 square miles and has a population of 30,333. Powhatan ranks as one of the fastest growing localities in Virginia.

Development patterns are shaped by US Route 60 and connecting routes of Routes 288 and 522 crossing the James River. Powhatan is dedicated to maintaining an excellent quality of life for its citizens and business community.



City of Richmond

The City of Richmond is the capital of the Commonwealth of Virginia and has a population of 226,610. It serves as a major center for employment and culture for the region.

Located on the James River, Richmond is an independent city with a total land area of 62.5 square miles, bounded by Chesterfield and Henrico Counties.

Leadership

As a key member of the CVTA's management team, the executive director is responsible for day-to-day operations of the CVTA, to include:

- Leadership:
 - ▶ Sets the strategic vision for the CVTA and ensures planning and programming of CVTA-directed investments that supports achievement of its long-range plan, in collaboration with committees and local jurisdictions.
 - ▶ Oversees administration of the CVTA.
 - ▶ Ensures that a coordinated annual operational plan and calendar are drafted for CVTA approval.
 - ▶ Recommends an annual operations budget and debt service (capital) budget and, in concert with the Finance Committee, manages CVTA's resources.
 - ▶ Provides leadership to CVTA committee members.
- Building working relationships:
 - ▶ Develops and maintains relationships with CVTA members.
 - ▶ Collaborates with CVTA to identify problems, needs, opportunities and coordinates responsibility for achieving both near-term and long-term goals.
 - ▶ Reports monthly to CVTA on specific tasks and responsibilities.
 - ▶ Forges effective, mutual relationships with elected officials and key jurisdictional/agency staffs at all levels of government, private sector partners and members of community groups and the public.

Executive Director Position Major Responsibilities

- Serves as principal staff advisor to the CVTA and its members on all matters related to responsibilities and functioning of the CVTA
- Serves as principal CVTA staff coordinator with jurisdictions and relevant agencies, recognizing that various committee staff leads work directly with counterpart staff members.
- Takes a lead role in drafting a strategic vision and plans for the CVTA, in collaboration with appropriate committees.
- Ensures coordination amongst the various committees and Council of Counsels so that the CVTA receives coordinated recommendations, while also ensuring that advisory committees' advice is also presented to the CVTA.
- Ensures that financial responsibilities and accountability are fulfilled by the CVTA.
- Selects and supervises CVTA staff.
- Drafts staff coordinated agenda for Chairman's consideration and ensures that meeting informational packets are prepared and distributed in a timely fashion in advance of meetings.

Preferred Characteristics

- Self-starter comfortable working with broad [board] guidance and minimal oversight.
- Professional demeanor that "presents well" to public officials (elected and appointed).
- Accustomed to working with multiple agencies and engendering a cooperative relationship.
- Knowledge of transportation issues at a strategic and operational level.
- Ability to work through competing needs among various jurisdictions
- Ability to communicate effectively with elected and appointed officials and the public.
- Ability to prepare briefings, charts and reports readily understood by the public.
- Ability to cast and exercise broad leadership vision, while engaging in day-to-day operational matters necessary in a small office environment.
- Accustomed to serving as the organization's spokesperson with various media (e.g., print, radio and television).

Qualifications Education and Experience

- Bachelor's degree in public or business administration, public policy, economics, engineering, transportation planning or a related, relevant discipline. Master's degree preferred.
- Demonstrated knowledge/experience:
 - ▶ Minimum of 10 years of relevant management experience, with demonstrated success in a fast-paced environment preferred, or
 - ▶ Working with public-private partnerships, particularly those related to transportation projects preferred.
 - ▶ Working in a complex political and policy environment where consensus building is critical to organizational success.
 - ▶ Experience in the general principles and practices of public financial systems, ideally to include capital financing and budgeting.
 - ▶ Proven track record with large regional multi-year capital transportation infrastructure projects.
 - ▶ Background in coordination of project presentations and meeting project deadlines across multiple jurisdictions and agencies.
- Knowledge of:
 - ▶ Federal rules relating to transportation planning with non-attainment of air quality standards.
 - ▶ Large transportation/transit service project management, oversight standards, tools and techniques.
 - ▶ Financial planning and best oversight approaches.
 - ▶ Insight into Obstacle's transportation projects may encounter, such as environmental issues, working through VDOT processes and federal regulatory agency requirements in the capital planning and implementation process is preferred.
 - ▶ Methods for transportation/transit performance evaluation (from regional perspective) and measurement tools.
 - ▶ Board meeting management and logistics, organization, and time management.

A combination of equivalent training and experience may be considered.

Abilities

- Work and interact effectively and professionally with CVTA and key jurisdictional staff.
- Define goals and develop plans/mechanisms to achieve them.
- Establish and maintain effective working relationships with peers and colleagues.
- Exercise effective time management, balance multiple priorities and consistently meet timelines and due dates.
- Develop, implement and monitor internal controls.
- Use and apply typical office software programs.

Specific Responsibilities

- Serves as principal staff advisor to the CVTA and its members on all matters related to responsibilities and functioning of the CVTA
- Serves as principal CVTA staff coordinator with jurisdictions and relevant agencies, recognizing that various committee staff leads work directly with counterpart staff members.
- Takes a lead role in drafting a strategic vision and plans for the CVTA, in collaboration with appropriate committees.
- Ensures coordination amongst the various committees and Council of Counsels so that the CVTA receives coordinated recommendations, while also ensuring that advisory committees' advice is also presented to the CVTA.
- Ensures that financial responsibilities and accountability are fulfilled by the CVTA.
- Selects and supervises CVTA staff.
- Drafts staff coordinated agenda for Chairman's consideration and ensures that meeting informational packets are prepared and distributed in a timely fashion in advance of meetings.

Compensation and Benefits

The CVTA offers a highly competitive compensation package for this position through a partnership with PlanRVA. Salary for this position is negotiable, commensurate with qualifications and experience.

- Health, Dental, Vision and Prescription Drug Coverage
- Annual Leave Beginning at 12 Days Per Year
- Sick Leave for Employee and Family Illness
- Paid Holidays in Accordance with Commonwealth of VA
- Flexible Spending Accounts

- Short- and Long-Term Disability Insurance
- Long-Term Care Insurance
- Group Term Life Insurance
- Tuition Reimbursement Program
- Retirement plan through the Virginia Retirement System and ICMA

Additional Considerations

- Executive Director will travel often (normally with his/her vehicle) in Central Virginia; will be provided a monthly travel allowance.
- Executive Director is expected to live in Central Virginia.

Work Environment

Work will typically be performed in a quiet office environment. Executive Director support to CVTA and committee meetings will be provided in a public meeting environment that may be crowded and sometimes noisy. Considerable travel within the region is to be expected.

Application Process

The application deadline is _____, 2021, at 5 p.m.

Application submission must also include:

- Cover letter
- Resume
- Salary history and salary requirements
- Reference list to include three professional references

Interested applicants should apply online at www.hanovercountyjobs.com

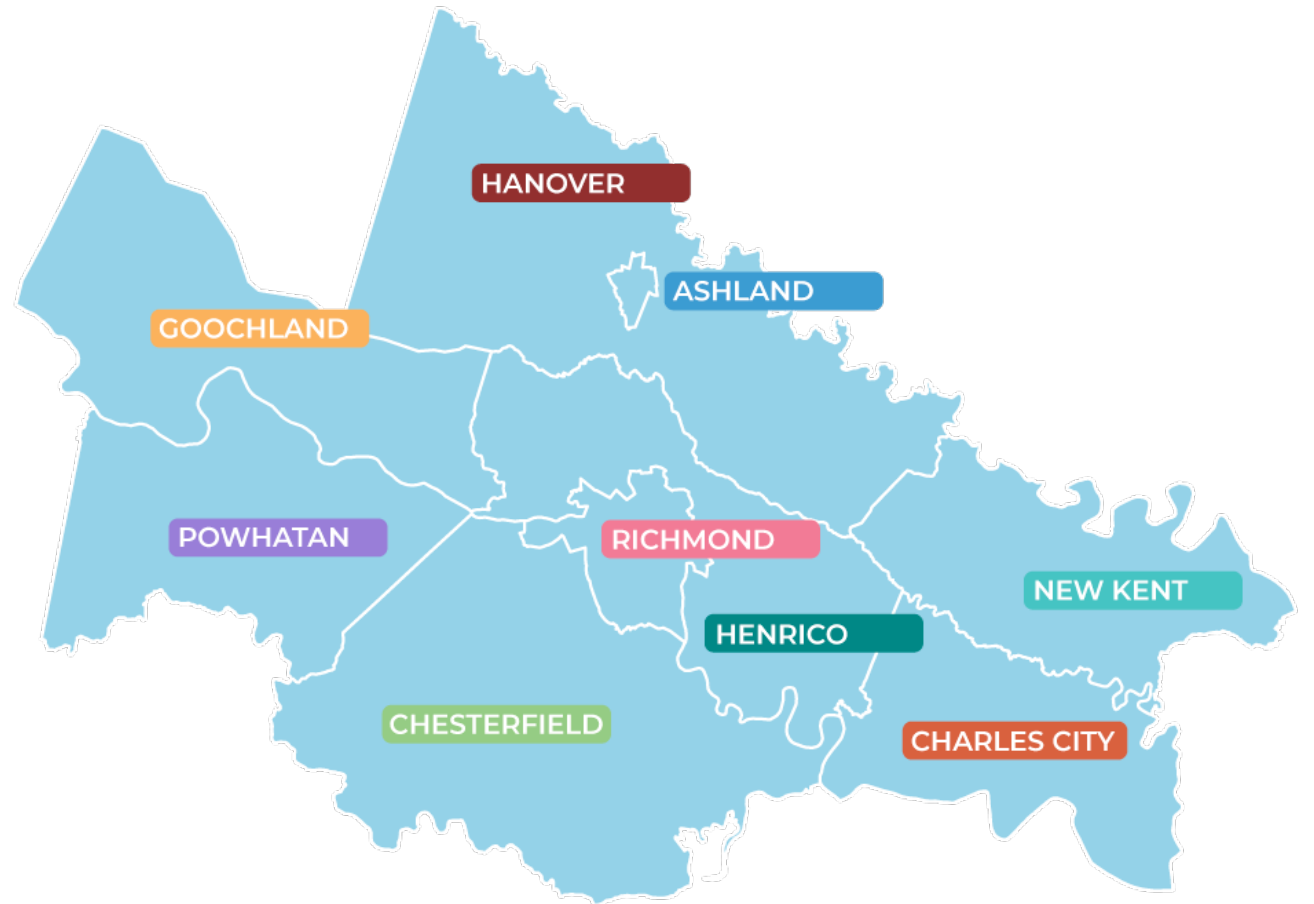
An extensive background investigation is required.

The Central Virginia Transportation Authority is an Equal Opportunity Employer.



CVTA FINANCE WORKING GROUP UPDATE

CVTA FINANCE COMMITTEE
FEBRUARY 09, 2022



OVERVIEW

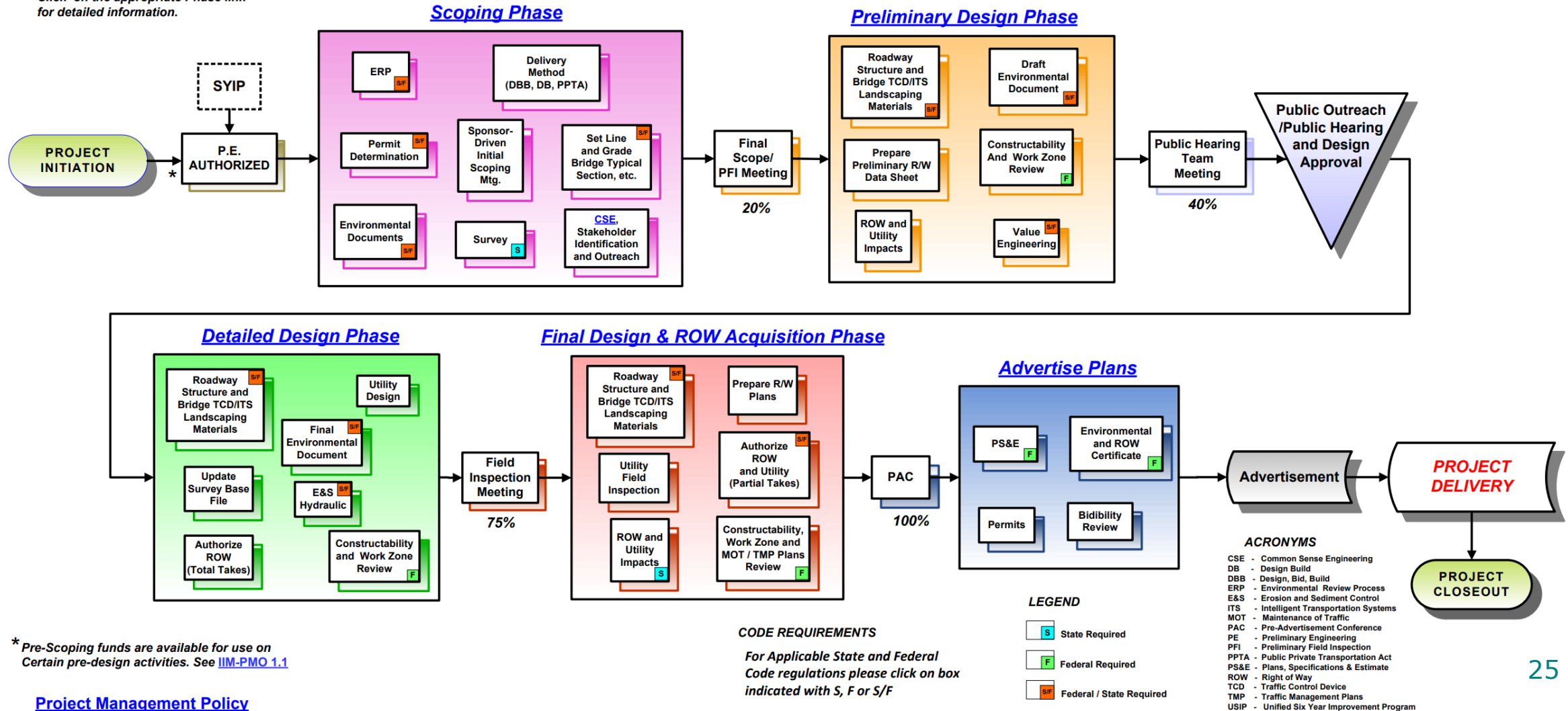
- Staff has been charged with producing some broad concepts around which a multi-year capital plan could be built.
- Staff has provided a couple of debt options.
- Staff reviewed policies of CVTA's two peer authorities (NVTa and HRTAC), used feedback from consultations with financial advisors, and leaned on the policies of the respective jurisdictions
- The information provided is not intended to serve as a full set of debt policies and is only meant to provide high level guidance for capital planning purposes.
- A full set of policies could be drafted in partnership with the Authority's financial advisor

GENERAL OBSERVATIONS

- Peer authority review
 - NVTA – hybrid bond / pay-go model
 - NVTA more closely resembles CVTA (70% regional revenue, 30% local)
 - HRTAC – largely bonded – large projects
 - Debt service thru 2057
 - Funds from both authorities has been successfully used to leverage other funding sources
- Pay-go vs. bonding
 - Pay-go
 - Pros - greater flexibility in the future, spend plan can match project timelines with finances
 - Cons – projects may need to be staggered
 - Bonding
 - Pros – funding for large projects, multiple projects can concurrently be funded
 - Cons – revenues could be tied up for years, reduces future flexibility

PROJECT DEVELOPMENT PROCESS

Click on the appropriate Phase link for detailed information.



* Pre-Scoping funds are available for use on Certain pre-design activities. See [IIM-PMO 1.1](#)

[Project Management Policy](#)

CVTA REGIONAL FUNDING APPLICATIONS OVERVIEW

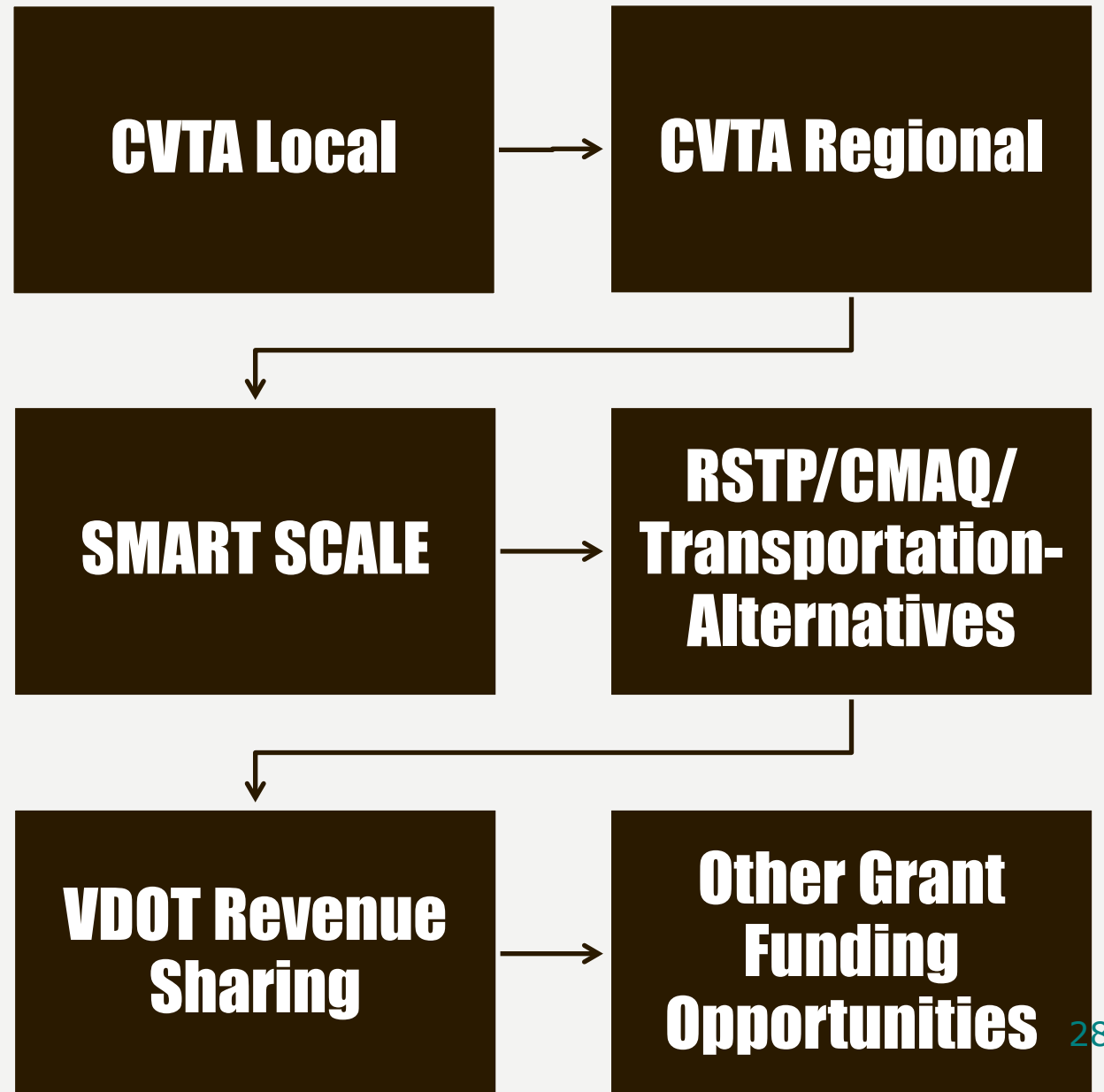
- 37 applications submitted
- Eight of nine jurisdictions represented
- Total Cost = \$1,050,597,375
- Total Request = \$808,557,788
- **Average Request = \$21,852,913**
- **Median Request = \$7,000,000**
- Highest Request = \$396,887,519
- Lowest Request = \$250,000

REGIONAL FUNDING APPLICATIONS – TOP SEVEN

- Range of funding = \$23M to \$397M (outlier)
- Administration
 - VDOT = 3
 - Local = 4
- Project Types
 - Six are highway or roadway projects
 - One is a bridge improvement project
- Six out of seven have a supporting planning study
- Preliminary Engineering
 - 2018 – 1 project
 - 2022 – 4 projects
 - 2025 – 2 projects
- Three out of the seven have other committed funding

FUNDING OPPORTUNITIES

- CVTA Regional revenues provide opportunities for leveraged funding
 - SMART SCALE
 - Federal Funds
- Additional Funds
 - SMART SCALE - \$753.3M
 - State of Good Repair - \$661.2M
 - Interstate - \$543.3M
 - RSTP - \$137.5M
 - CMAQ - \$37.5M
 - Federal – Multiple New Programs



BONDING POTENTIAL

	10% Pledge CVTA Regional Revenues (\$Millions)		
FY	Debt Service	Bond Amount	Pay-go
2022	\$6.34	\$90.55	\$57.05
2023	\$6.75	\$96.45	\$60.76
2024	\$6.91	\$98.75	\$62.21
2025	\$7.05	\$100.70	\$63.44
2026	\$7.10	\$101.40	\$63.88
2027	\$7.16	\$102.25	\$64.42
2028	\$7.23	\$103.25	\$65.05

- Scenario assumes 20-year amortization with debt service equal to 7% of the bonded amount
- Bond amounts shown are one-time amounts for a particular year
- Pay-go amounts occur annually and are shown to demonstrate the impact of debt service

RECOMMENDATIONS

- CVTA could benefit more from a flexible, largely pay-go model
 - Project size (average \$22M) and project timelines are the main factor
 - A CVTA regional spend plan can optimize available funds
- CVTA regional funding can be leveraged to improve competitiveness for outside funding applications (State and Federal)
 - Many of the regional applications intend to apply for SMART SCALE
 - Influx of additional federal funding provides more opportunities to leverage funds
 - Some regional projects may be great candidates for some of the new federal programs
 - Can help with some of the larger requests



QUESTIONS?

Adjusted Revenue Forecasts based on VDOT Projections

Central Virginia Transportation Authority

	December 2020 VDOT Forecast (million)			Adjusted Forecast* (million)			Change (million)			Adjusted Forecast Local Revenues (million)	Adjusted Forecast GRTC Revenues (million)	Adjusted Forecast Regional Revenues (million)	December 2021 VDOT Forecast (million)			Variance from Adjusted Forecast (million)			Regional Revenues Variance from Adjusted Forecast (million)		Adjusted Regional Forecast (01/21)
	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues				0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	Amount	% Change	
2022	\$140	\$60	\$200	\$132	\$57	\$189	(\$8)	(\$3)	(\$11)	\$94	\$28	\$66	\$123	\$58	\$181	(\$9)	\$1	(\$8)	(\$3)	-4.15%	\$63
2023	\$144	\$62	\$206	\$135	\$59	\$194	(\$9)	(\$3)	(\$12)	\$97	\$29	\$68	\$132	\$61	\$193	(\$3)	\$2	(\$1)	(\$0)	-0.58%	\$68
2024	\$147	\$63	\$210	\$138	\$60	\$198	(\$9)	(\$3)	(\$12)	\$99	\$30	\$69	\$136	\$62	\$198	(\$3)	\$2	(\$1)	(\$0)	-0.29%	\$69
2025	\$155	\$64	\$218	\$145	\$60	\$206	(\$9)	(\$3)	(\$12)	\$103	\$31	\$72	\$139	\$62	\$201	(\$6)	\$2	(\$4)	(\$2)	-2.09%	\$70
2026	\$162	\$65	\$227	\$152	\$61	\$214	(\$10)	(\$3)	(\$13)	\$107	\$32	\$75	\$140	\$63	\$203	(\$13)	\$2	(\$11)	(\$4)	-5.10%	\$71
2027	\$167	\$66	\$232	\$156	\$63	\$219	(\$10)	(\$3)	(\$13)	\$110	\$33	\$77	\$141	\$64	\$205	(\$16)	\$1	(\$15)	(\$5)	-6.69%	\$72
2028	\$171	\$67	\$238	\$161	\$64	\$225	(\$10)	(\$3)	(\$14)	\$112	\$34	\$79	\$141	\$65	\$207	(\$20)	\$1	(\$18)	(\$6)	-8.15%	\$72
TOTAL	\$1,085	\$446	\$1,532	\$1,020	\$424	\$1,444	(\$65)	(\$22)	(\$87)	\$722	\$217	\$506	\$951	\$436	\$1,387	(\$69)	\$12	(\$58)	(\$20)	-4.00%	\$485
				-6.03%	-4.85%	-5.69%										-6.81%	2.76%	-4.00%			

\$278.1

Regional Revenue Contribution by Jurisdiction (million)										
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond	Total
2022	\$0.231	\$0.397	\$19.527	\$1.75	\$9.27	\$20.51	\$1.80	\$1.52	\$11.12	\$66.13
2023	\$0.238	\$0.407	\$20.054	\$1.80	\$9.52	\$21.07	\$1.85	\$1.56	\$11.42	\$67.91
2024	\$0.243	\$0.416	\$20.472	\$1.84	\$9.72	\$21.51	\$1.89	\$1.59	\$11.65	\$69.33
2025	\$0.252	\$0.432	\$21.260	\$1.91	\$10.09	\$22.33	\$1.96	\$1.66	\$12.10	\$71.99
2026	\$0.262	\$0.449	\$22.087	\$1.98	\$10.49	\$23.20	\$2.03	\$1.72	\$12.57	\$74.79
2027	\$0.268	\$0.460	\$22.652	\$2.03	\$10.75	\$23.79	\$2.09	\$1.76	\$12.89	\$76.71
2028	\$0.275	\$0.472	\$23.236	\$2.09	\$11.03	\$24.41	\$2.14	\$1.81	\$13.23	\$78.69
TOTAL	\$1.769	\$3.033	\$149.287	\$13.397	\$70.877	\$156.820	\$13.751	\$11.628	\$84.982	\$505.545

Regional Revenue Contribution by Jurisdiction (million)										
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond	Total
2022	\$0.222	\$0.380	\$18.718	\$1.68	\$8.89	\$19.66	\$1.72	\$1.46	\$10.66	\$66.13
2023	\$0.236	\$0.405	\$19.937	\$1.79	\$9.47	\$20.94	\$1.84	\$1.55	\$11.35	\$67.91
2024	\$0.242	\$0.415	\$20.413	\$1.83	\$9.69	\$21.44	\$1.88	\$1.59	\$11.62	\$69.33
2025	\$0.247	\$0.423	\$20.816	\$1.87	\$9.88	\$21.87	\$1.92	\$1.62	\$11.85	\$71.99
2026	\$0.248	\$0.426	\$20.960	\$1.88	\$9.95	\$22.02	\$1.93	\$1.63	\$11.93	\$74.79
2027	\$0.251	\$0.429	\$21.136	\$1.90	\$10.03	\$22.20	\$1.95	\$1.65	\$12.03	\$76.71
2028	\$0.253	\$0.434	\$21.343	\$1.92	\$10.13	\$22.42	\$1.97	\$1.66	\$12.15	\$78.69
TOTAL	\$1.699	\$2.912	\$143.322	\$12.862	\$68.045	\$150.554	\$13.201	\$11.163	\$81.586	\$505.545

Fiscal Year 2021 Tax Revenue			
	Sales Tax %	Fuel Tax %	Combined
Ashland	0.31%	0.42%	0.35%
Charles City	0.75%	0.28%	0.60%
Chesterfield	27.75%	33.51%	29.53%
Goochland	2.04%	4.01%	2.65%
Hanover	12.70%	16.96%	14.02%
Henrico	33.63%	25.18%	31.02%
New Kent	1.06%	6.43%	2.72%
Powhatan	2.00%	2.98%	2.30%
Richmond	19.76%	10.23%	16.81%

* Per VDOT's budget vs. actual report, the first quarter of fiscal year 2022 actual tax amounts are less than budget as follows:
 Fuels tax is 6.03% less than budget
 S&U tax is 4.85% less than budget
 Total tax is 5.69% less than budget

Project Sponsor	Project Title	Project Description	Project Type	Who is expected to administer this project?	Is this project in the local Comprehensive Plan?	Is this project in the local Capital Improvement Plan?	Is this project included in the ConnectRVA 2045 constrained project list?
Ashland	Vaughan Road Overpass	Construct an east/west rail over pass at the Vaughan Road intersection. It will be 39' 4" wide with 2 lanes and sidewalks to connect to sidewalks on either side. It will provide a vital safety connection for adjacent school and fire station and access to a 286 acre industrial site. R.O.W. will need to be obtained to provide for proper alignment and elevation from Vaughan Road and Archie Cannon Road. This project recommendation came from the DC2RVA FEIS.	Highway	VDOT	Yes	Yes	Yes
Chesterfield	Chippenham Parkway/RT 60 Interchange Improvements	Requesting CVTA regional funds to design right-of-way plans (90%) for the Chippenham Parkway/Route 60 Interchange Improvements which includes converting the existing cloverleaf configuration to a partial cloverleaf interchange with contraflow left turns. The proposed improvements are a recommendation from the VDOT STARS Route 76 Corridor Study [July 2020]. The sketch, description of improvements, and estimate are summarized in the report and one-pager, both are attached.	Preliminary Engineering (PE)- Only	Locality/Agency	No	Yes	Yes
Chesterfield	Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY	Requesting CVTA regional funds to design right-of-way plans (90%) for the widening of Route 360. The existing 6-lane section of Route 360 terminates just east of Dogwood Park Road and continues west as a 4-lane roadway. Right-of-way plans will be designed to extend the 6-lane typical section with sidewalk from just east of Dogwood Park Drive to Otterdale Road as recommended by the VDOT Route 360 Arterial Management Plan [September 2021], see highlighted sections on pages 15 and 16 of the attached report. Pedestrian accommodations along WB Route 360 will also be extended from its current terminus at Woodlake Parkway to just east of Dogwood Park Drive.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	Route 360 (Woodlake Pkwy to Otterdale Rd) Widening	Widen Route 360 between Woodlake Parkway and Otterdale Road. Extend the existing 6-lane section, with sidewalks on both sides, from just east of Dogwood Park Road to Otterdale Road as recommended by the VDOT Route 360 Arterial Management Plan [September 2021], see highlighted sections on pages 15 and 16 of the attached report. Pedestrian accommodations along WB Route 360 will also be extended from its current terminus at Woodlake Parkway to just east of Dogwood Park Drive.	Highway	Locality/Agency	Yes	Yes	Yes
Chesterfield	I-95/Route 10 Interchange Improvement, Phase II - PE Only	Develop plans for the construction of the remaining elements of a partial cloverleaf interchange: remove loops and signalize ramps. Please refer to the sketch; note that improvements shown within dashed yellow, orange and blue areas have been/will be completed with other funded projects. This is design of the final phase of the necessary improvements to the interchange.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	RT 288 NB Flyover to Bailey Bridge Connector PE ONLY	Requesting CVTA regional funds to design right-of-way plans (90%) for the Route 288 NB Flyover to Bailey Bridge Connector. The proposed improvement was originally recommended as part of the RT 288/RT 360 Interchange Area Study [March 2016] and can be found here: https://www.virginiadot.org/projects/richmond/u.s._360-rt_288_interchange_area_study.asp . The flyover concept was further refined in the approved RT 288 at Bailey Bridge Connector IMR [June 2018]. The report, sketch and estimate are attached. Take note that the proposed roundabout shown on the sketch at Brad McNeer Parkway and Bailey Bridge Connector is being constructed as part of the Smart Scale project UPC 111713, which is currently under design. CVTA PE ONLY funds will include design of the remaining improvements shown in the sketch. Requesting CVTA regional funds to design right-of-way plans (90%) for the Route 288 NB Flyover to Bailey Bridge Connector. The proposed improvement was originally recommended as part of the RT 288/RT 360 Interchange Area Study [March 2016] and can be found here: https://www.virginiadot.org/projects/richmond/u.s._360-rt_288_interchange_area_study.asp . The flyover concept was further refined in the approved RT 288 at Bailey Bridge Connector IMR [June 2018]. The report, sketch and estimate are attached. Take note that the proposed roundabout shown on the sketch at Brad McNeer Parkway and Bailey Bridge Connector is being constructed as part of the Smart Scale project UPC 111713, which is currently under design. CVTA PE ONLY funds will include design of the remaining improvements shown in the sketch.	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes
Chesterfield	I-95/Route 10 Interchange Improvement, Phase II	Construct the remaining elements of a partial cloverleaf interchange: remove loops and signalize ramps. Please refer to the sketch; note that improvements shown within dashed yellow, orange and blue areas have been/will be completed with other funded projects. This is design of the final phase of the necessary improvements to the interchange.	Highway	Locality/Agency	Yes	Yes	Yes
Chesterfield	Woolridge Road (Route 288 - Old Hundred Road) Extension	Construct a new four-lane road between Route 288 and Old Hundred Road. Project includes a bridge, shared-use path and sidewalk. Please refer to the project sketch.	Highway	Locality/Agency	Yes	Yes	Yes

Project Sponsor	Project Title	Project Description	Project Type	Who is expected to administer this project?	Is this project in the local Comprehensive Plan?	Is this project in the local Capital Improvement Plan?	Is this project included in the ConnectRVA 2045 constrained project list?
Goochland	I-64 at Ashland Rd. (Rte. 623) Interchange	Proposed project would reconstruct the existing diamond interchange to a single-lane Diverging Diamond Interchange (DDI). This configuration does not impact the existing bridge over I-64 and will also not preclude a future project to widen the bridge and Ashland Road to four lanes. As part of the project, the entrance to the park-and-ride lot would be relocated to Bennington Road. No right-of-way impacts are expected.	Highway	VDOT	Yes	Yes	Yes
Goochland	Rte 288 - New SB Auxiliary Lane South of U.S. 250	Construct new southbound auxiliary lane on Rte 288, approximately 1.4 miles in length, between southbound exit ramp from Rte. 250 (Broad Street Road) and southbound entrance ramp onto Rte. 740 (Tuckahoe Creek Parkway).	Highway	VDOT	Yes	No	Yes
Goochland	SB 288 Continuous HSR Lane - West Creek Parkway to Route 711	Project would reconstruct the shoulder on southbound Route 288 between the on-ramp of West Creek Parkway and the off-ramp of Route 711 to provide an 11-foot wide hard running shoulder lane to be employed during PM peak travel hours. Installation of gantries with signage detailing usage and ITS improvements within the Route 288 corridor are included. Project also includes construction of emergency pull-offs for disabled vehicles while the hard shoulder running lane is in operation.	Highway	VDOT	Yes	No	Yes
Hanover	Rt. 301 3rd Southbound Lane	The project will convert the paved shoulder to a through lane to provide three lanes in the southbound direction between Atlee Rd and Atlee Station Rd, matching the three existing lanes in the northbound direction. This improvement should result in improved operations and a reduction in crashes through this section.	Highway	Locality/Agency	Yes	Yes	No
Hanover	POV Richmond Marine Terminal Access Improvements at I-95/Bells Road	<p>This request for \$2 million in CVTA regional funding has advanced from a transportation study that was commissioned by the Virginia Department of Transportation, in collaboration with PlanRVA and The Port of Virginia, to identify and develop transportation solutions to access and safety challenges in the area surrounding the I-95 Bells Road Interchange and Commerce Road. This effort builds off of previous work such as the Commerce Corridor Study Implementation Plan and Technical Report. In that 2017 effort, a number of recommendations were made at a conceptual level. This 2020 study was intended to provide more project development detail for recommendations H2.4.1, H2.4.2, H2.6, H5.1, H7.2 as well as P1.2 and P1.3 from the Implementation Plan for the Commerce Corridor Study.</p> <p>Projected short and long-term growth of the POV-RMT, combined with other industrial growth and general growth in background traffic will negatively impact the functionality of the I-95/Bells Road interchange and the I-95 mainline. This interchange was originally constructed as part of the Richmond-Petersburg Turnpike which pre-dates the development of the contemporary interstate system. Details on land use, port growth, safety and congestion (including crash data by severity and density; the travel time index of the adjacent non-interstate and interstate, and intersection demand during peak hour and queue lengths in 2045 in the no-build scenario) can be found in this story map: https://arcg.is/1ajWq1</p> <p>In addition to the impacts of existing growth on the interchange and the mainline, there is over 8 million square feet of port related industrial development across the region, including: 3.2 million square feet in Henrico County, 2.6 million square feet in Hanover County, 1.5 million square feet in the City of Richmond, and 1 million square feet in Chesterfield County.</p> <p>Advancing this PE-only funding request will continue to advance the planning for this regional investment and position the project to more competitively compete for other sources of funding to advance the RW and CN phases of the project. The cost estimate for the 30% PE phase has been developed by the consultant that worked on the studies that preceded this request; see attached. The estimate has been adjusted to \$2 million to ensure sufficient funding to complete the work to 30% design and to clear all environmental reviews and permits.</p>	Preliminary Engineering (PE)- Only	VDOT	No	No	No
Hanover	Rt. 301/Rt. 54 Roundabout	The project will convert the "Y" intersection (Rt. 301 & Rt. 54) into a single-lane roundabout to improve operations and safety. The current configuration of the intersection and commercial entrances located in the functional area of the intersection has resulted in 16 crashes (7 injury, 9 property damage only) since 2017.	Highway	Locality/Agency	Yes	No	Yes
Hanover	Rt. 1/Rt. 30 Green-T	The project will convert the stop-controlled intersection (Rt 1 & Rt. 30) to a signalized "Green-T" to improve safety and operations. A total of 21 crashes (7 injury, 14 property damage only) have occurred at this location since 2017.	Highway	Locality/Agency	Yes	Yes	Yes

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Henrico	W Broad Street Intersection Improvements at Parham Road	<p>The proposed project will provide additional turn lanes at the intersection of W Broad Street at Parham Road and the installation of an innovation quadrant intersection by utilizing Skipwith Road. The improvements will include an additional eastbound left-turn lane to provide dual left-turns with approximately 200 feet of storage and removal of the northbound left-turn lane. Northbound left-turning traffic will be diverted onto Skipwith Road from Parham Road to form a quadrant intersection. The existing eastbound left-turn lane at Parham Road and Skipwith Road will be extended to provide approximately 400 feet of storage. Approximately 2000 feet of sidewalk will be installed along the north and south sides of W Broad Street and Parham Road, encompassing the project area limits. ADA-compliant curb ramps will be installed/upgraded at each corner of the intersection. Proposed sidewalk and ramps will promote pedestrian access and circulation between the north and south side of W Broad Street which is perceived as a physical barrier to pedestrians. Countdown pedestrian signals and pedestrian push buttons will be installed for all proposed pedestrian crossings at signalized intersections. The signal timing will be adjusted to provide adequate timing.</p> <p>Access management improvements are proposed at the intersection of W Broad Street at Pine Grove Drive, W Broad Street at Hollybrook Avenue, and W Broad Street at Carousel Lane. Access management improvements include restricting side street left-turns and direction traffic to U-turn at the adjacent signalized intersections thereby reducing the number of conflict points.</p> <p>Landing pads will be constructed for the eastbound and westbound bus stops located on W Broad Street east of Parham Road. Other amenities could include a bench, shelter, bike rack, trash can, and/or way-finding information. This is dependent on ridership and coordination with GRTC.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	W Broad Street Improvements - Short Pump	<p>This project will convert right-turn lanes along westbound US250 (W Broad Street) to a continuous shared through-right lane from Tom Leonard Drive to Pouncey Tract Road.</p> <p>Access management improvements include closing the existing median break located at the Walmart between the intersections of Pouncey Tract Road and John Rolfe Parkway. Approximately 1000 linear feet of flex post delineators will be constructed on westbound W Broad Street from the I-64 EB/WB W Broad Street (Exit 178A) to the intersection of W Broad Street and Gathering Place.</p> <p>Intersection improvements include: At Tom Leonard Drive, the northbound approach will have a single left turn lane and dual right turn lanes. The southbound approach will have dual left turn lanes and a single right turn lane. At Brownstone Boulevard, the intersection will be converted to a thru-cut. The westbound right turn lane will be converted to a shared through right lane. The northbound approach will have a single left turn lane and dual right turn lanes. The southbound approach will have a single left turn lane and a single right turn lane. New crosswalks will be installed on the north, west, and south legs. At John Rolfe Parkway, the median is modified to allow for concurrent left turns on the side streets. New crosswalks will be installed on the north and west legs. At Pouncey Tract Road, improvements include reconfiguring the southbound approach to triple left turns, a dedicated through lane, and a shared through-right lane. (Pouncey Tract Road intersection with W Broad Street will be reevaluated in conjunction with Short Pump IAR) A new crosswalk will be installed on the north leg.</p> <p>To accommodate the intersection improvements, the installation of new traffic signal equipment such as pedestrian countdown and vehicular signal heads, conduits and wiring, mast arm poles, pedestrian pushbuttons, and pedestal poles at Pouncey Tract Road, John Rolfe Parkway, Brownstone Boulevard, and Tom Leonard Drive are proposed. Traffic signals will be retimed to accommodate the proposed intersection improvements and to provide adequate pedestrian crossing time.</p> <p>The proposed project will improve three existing bus stops along the corridor. At a minimum a landing pad, bench, and trashcan will be provided.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	N. Gayton Road Interchange at I-64	<p>Preliminary engineering for the design and environmental documentation of a new interchange at the intersection of North Gayton Road and Interstate I-64 to facilitate accessibility and congestion mitigation in the Short Pump area.</p>	Preliminary Engineering (PE)- Only	Locality/Agency	Yes	Yes	Yes

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Henrico	Staples Mill Road Improvements	<p>This project includes an additional southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. Intersection improvements at Bethlehem Road and Staples Mill Road will add a left-turn lane on Staples Mill southbound to create dual lefts onto Bethlehem Road eastbound. The south side of Bethlehem Road will be widened to accommodate the dual left eastbound turning movement. Westbound Bethlehem Road will be widened to include a left-turn lane, a shared through-right, and a right turn lane. Signal backplates with retroreflective borders will be installed on Staples Mill Road at the intersections of Townhouse Road, Bethlehem Road, and Libbie Mill E. Boulevard. Pedestrian accommodations include crosswalks, pedestrian signal heads, push-buttons, and ADA ramps on Staples Mill Road at the intersections of Townhouse Road, Wharfide Road/Dumbarton Road, Dickens Road, I-64 off ramp, Bethlehem Road, Libbie Mill E. Boulevard, and Libbie Lake S. Street/Waller Road. Pedestrian and bicycle accommodations will connect Dumbarton Road to Dickens Road along Staples Mill Road. The intersection improvements are proposed to increase capacity, reduce queue length, mitigate congestion, increase vehicular safety, and facilitate safe pedestrian and bicycle travel through the corridor.</p> <p>A new intersection will be created at the I-64 exit ramp onto southbound Staples Mill Road. The signal at the new intersection will eliminate the existing merge between the exit ramp and southbound Staples Mill Road. The existing conditions for the I-64 exit ramp includes one lane from I-64 eastbound ramp and two lanes from the I-64 westbound exit ramp that merge down into one lane prior to merging with southbound Staples Mill Road. The proposed project will replace the merge movement with signalized triple right turn lanes.</p> <p>Access management will be provided at the side streets of Millstone Road/Northside Avenue via a directional left turn median and Morrison Road by closing the existing median break on Staples Mill Road.</p>	Highway	VDOT	Yes	Yes	Yes
Henrico	Brook Road Improvements - Villa Park Dr to Hilliard Rd	<p>This project will provide intersection improvements, access management, and pedestrian accommodations along Brook Road (US-1) from Villa Park Drive to Hilliard Road. Intersection improvements include realignment of eastbound Lakeside Avenue to align with Lakeside Boulevard. Access management includes a concrete median constructed along the entire length of the project with openings at Brookside Avenue, Ridge Road, and La Von Drive. Pedestrian accommodations include pedestrian signals and crosswalks at the signalized intersection of Villa Park Drive and Lakeside Avenue. A sidewalk will be constructed along the east side of Brook Road along the project limits.</p> <p>The Brook Road & Hilliard Road Trail (UPC 118153), a segment of the Fall Line Trail, will provide pedestrian and bicycle accommodations along the west side of Brook Road (US-1) for the length of this project. The proposed improvements at the Brook Road and Lakeside Avenue intersection are needed to accommodate the trail crossing.</p> <p>This project is a recommendation from the draft Parham Road/Brook Road STARS study. Draft copy will be provided once available.</p>	Highway	Locality/Agency	Yes	Yes	Yes
Henrico	GreenCity Connector Trail and Bridge	<p>A direct connection for bicycles and pedestrians along Athens Avenue and Scott Road, between Longdale Trail and the GreenCity development. The connection is provided via a 12 foot wide shared use path along the southern side of Athens Avenue/Scott Road from Cleveland Street to the Scott Road Bridge over I-95. A 4 foot wide landscape buffer is typically provided between the path and the curb. Where an open roadway section is provided, this buffer is expanded to 8 feet to accommodate a 6 foot wide drainage ditch. Detailed segments and typical sections can be found in the project sketch/flipbook submitted as supplemental material. The existing Scott Road bridge over I-95 will be replaced with a new pedestrian bridge. The new bridge will span the existing and any future lanes on I-95 and provide a 17' 6" vertical clearance. Roadway improvements include a modular roundabout at the intersection of Athens Avenue and Aberdeen Street. Additionally, a roundabout is proposed at the intersection of Scott Road and the main entrance to the proposed development (Retreat at One - Garden City Parcel).</p>	Bike/Ped	Locality/Agency	Yes	Yes	No
Henrico	Magellan Parkway Bridge and Approach Section	<p>This segment consists of a new alignment connecting the County Funded Extension Section to the Retreat @ One Section. A new 4-lane bridge will be constructed over I-95. The proposed transverse section is shown on the project sketch. The bridge will also include a VDOT standard pedestrian fence system on the side with the 10 foot wide shared use path.</p>	Bridge	Locality/Agency	Yes	Yes	Yes

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New Kent	I-64 Widening, Exit 205 to New Kent/ James City County Line	Engineering, Right-of-Way, and Construction needed to complete I-64 widening from Exit 205 to East of Exit 220 at the New Kent/ James City County line. Section 1, 2, 3, and 4A in the attachments. Additional information related to project cost/ schedule may be submitted at a later date.	Highway	VDOT	Yes	No	Yes
Richmond	C Commerce Road - FLT Phase I	This Commerce Road Streetscape project will provide multimodal safety and operational improvements to the 0.5mi stretch of Commerce Road from the Manchester Bridge to Decatur Street through access management, turn lane improvements, bike lanes, sidewalks, shared-use paths, and other streetscape amenities. Also includes the Fall Line Trail.	Bike/Ped	Locality/Agency	Yes	Yes	Yes
Richmond	A Hull Street Phase II (US360)	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 ¾ 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. Previous Smart Scale Round 4 submittal vetted by COR and VDOT.	Highway	Locality/Agency	Yes	Yes	Yes
Richmond	F Manchester Connection to James River	This project will provide a 10' shared use path with 2' shoulders and a new pedestrian bridge to address pedestrian access and safety along the 0.3 mile connection from Semmes Avenue to the T. Potterfield Bridge. This project will also include crossing improvements to cross Semmes Avenue and LED pedestrian-scale lighting along the trail connection.	Bike/Ped	Locality/Agency	Yes	No	Yes
Richmond	H Commerce Road - FLT Phase II	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.	Bike/Ped	Locality/Agency	Yes	Yes	Yes
Richmond	G Broad Street Streetscape (US250) with Pulse Expansion Phase III	This Broad Street Streetscape w/ Pulse BRT Expansion Phase III project will provide multimodal safety and operational improvements from the ongoing STARS study to the 1.3 mile stretch of Broad Street from Commonwealth Avenue to Libbie Avenue through dedicated BRT lanes, sidewalk, lighting, ADA accessible ramp improvements, pedestrian crossing improvements, access management to reduce and consolidate median crossings, and other streetscape amenities including landscaping, street furniture, and bus stop improvements. This application is a partnership between Henrico and the City of Richmond. Further scope refinement is anticipated as we work towards Smart Scale Program Round 5 submittals through PlanRVA.	Transit	VDOT	Yes	No	Yes
Richmond	B Forest Hill Avenue Phase II	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.	Highway	Locality/Agency	Yes	No	Yes

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Richmond	D Mayo Bridge (South) Replacement US 360 Crossing James River	The South Bridge is an eleven (11) span arch structure carrying 4 lanes of traffic between the south bank of the James River and Mayo Island and the North Bridge is a seven (7) span arch structure carrying 4 lanes between Mayo Island and the north bank of the James River. The project is proposed to remove the existing Melan Arch System and replace the superstructure using conventional beam girders (prestressed concrete beam) with a facade that resembles the arch visual appearance. The approach roadway work will be limited to transitions to the superstructure replacement and will not include any appreciable grade changes; this will include roadway work on the island between the two bridges to maintain the same proposed section. To facilitate construction, the bridges will be closed for the duration of replacement and traffic will be detoured. However access to the island will be maintained at all times. Due to the bridge closures and nature of construction, pedestrian access will not be maintained and a detour will be established. At this time, no foundation modification are expected but the piers will be slightly modified to accommodate the beam girders and proposed facade. Due to the nature of the existing bridge abutments, the abutments will require modifications as well. Utilities currently crossing the bridge include gas, water, electrical power (Dominion and City Street Lights), and telecommunications. All of these utilities will be impacted by this project. Project estimate includes allowance for temporarily supporting these utilities. The environmental permit process has not been started at this time but the bridge will require permits for work in the James River because of the fact the two bridge structures are located adjacent to the Manchester Industrial, Shockoe Valley and Tobacco Row Historic Districts. Stakeholder involvement will be critical with the public and private businesses and developers due to the roadway closure.	Bridge	Locality/Agency	Yes	Yes	Yes
Richmond	E Mayo Bridge (North) Replacement - US 360 Crossing James River	The South Bridge is an eleven (11) span arch structure carrying 4 lanes of traffic between the south bank of the James River and Mayo Island and the North Bridge is a seven (7) span arch structure carrying 4 lanes between Mayo Island and the north bank of the James River. The project is proposed to remove the existing Melan Arch System and replace the superstructure using conventional beam girders (prestressed concrete beam) with a facade that resembles the arch visual appearance. The approach roadway work will be limited to transitions to the superstructure replacement and will not include any appreciable grade changes; this will include roadway work on the island between the two bridges to maintain the same proposed section. To facilitate construction, the bridges will be closed for the duration of replacement and traffic will be detoured. However access to the island will be maintained at all times. Due to the bridge closures and nature of construction, pedestrian access will not be maintained and a detour will be established. At this time, no foundation modification are expected but the piers will be slightly modified to accommodate the beam girders and proposed facade. Due to the nature of the existing bridge abutments, the abutments will require modifications as well. Utilities currently crossing the bridge include gas, water, electrical power (Dominion and City Street Lights), and telecommunications. All of these utilities will be impacted by this project. Project estimate includes allowance for temporarily supporting these utilities. The environmental permit process has not been started at this time but the bridge will require permits for work in the James River because of the fact the two bridge structures are located adjacent to the Manchester Industrial, Shockoe Valley and Tobacco Row Historic Districts. Stakeholder involvement will be critical with the public and private businesses and developers due to the roadway closure.	Bridge	Locality/Agency	Yes	Yes	Yes

2022 SESSION

HB 138 Central Virginia Transportation Authority; membership.

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SUMMARY AS INTRODUCED:

Central Virginia Transportation Authority; membership. Adds the Chief Executive Officer of the Capital Region Airport Commission as an ex officio, nonvoting member of the Central Virginia Transportation Authority.

FULL TEXT

01/07/22 House: Prefiled and ordered printed; offered 01/12/22 22100652D [pdf](#) | [impact statement](#)

HISTORY

01/07/22 House: Prefiled and ordered printed; offered 01/12/22 22100652D

01/07/22 House: Referred to Committee on Transportation

01/18/22 House: Assigned Transportation sub: Subcommittee #2 Transportation Infrastructure and Funding

01/25/22 House: Subcommittee recommends reporting (8-Y 0-N)

01/27/22 House: Reported from Transportation (22-Y 0-N)

01/31/22 House: Read first time

02/01/22 House: Read second time and engrossed

02/02/22 House: Read third time and passed House BLOCK VOTE (98-Y 0-N)

02/02/22 House: VOTE: Block Vote Passage (98-Y 0-N)

02/03/22 Senate: Constitutional reading dispensed

02/03/22 Senate: Referred to Committee on Transportation

02/17/22 Senate: Reported from Transportation (15-Y 0-N)

2022 SESSION

22100652D

HOUSE BILL NO. 138

Offered January 12, 2022

Prefiled January 7, 2022

A BILL to amend and reenact § 33.2-3703 of the Code of Virginia, relating to Central Virginia Transportation Authority; membership.

Patrons-- McQuinn, Bagby, Bennett-Parker, Carr, Hope, Jenkins, Kory, Maldonado, Rasoul, Roem, Simon, Simonds and Willett

Referred to Committee on Transportation

Be it enacted by the General Assembly of Virginia:

1. That § 33.2-3703 of the Code of Virginia is amended and reenacted as follows:

§ 33.2-3703. Composition of Authority.

The Authority shall consist of ~~17~~ 18 members as follows:

1. The chief elected officer, or his designee, of the governing body of each of the counties embraced by the Authority;
2. The chief elected officer, or his designee, of the City of Richmond and the Town of Ashland;
3. One member of the House of Delegates who resides in a county or city embraced by the Authority, appointed by the Speaker of the House, and one member of the Senate who resides in a county or city embraced by the Authority, appointed by the Senate Committee on Rules;

4. A member of the Commonwealth Transportation Board who resides in a locality embraced by the Authority and is appointed by the Governor; and

5. The following ~~five~~ *six* persons serving ex officio as nonvoting members of the Authority: the Director of the Department of Rail and Public Transportation, or his designee; the Commissioner of Highways, or his designee; the Executive Director of the Virginia Port Authority, or his designee; the Chief Executive Officer of the Greater Richmond Transit Company (GRTC); ~~and~~ the Chief Executive Officer of the Richmond Metropolitan Transportation Authority; *and the Chief Executive Officer of the Capital Region Airport Commission.*

All members of the Authority shall serve terms coincident with their terms of office. Vacancies shall be filled in the same manner as the original appointment. If a member of the Authority who represents a locality as provided in subdivision 1 or 2 is unable to attend a meeting of the Authority, he may designate another current elected official of such governing body to attend such meeting of the Authority. Such designation shall be for the purposes of one meeting and shall be submitted in writing or electronically to the Chairman of the Authority at least 48 hours prior to the affected meeting.

The Authority shall elect a chairman and vice-chairman from among its voting membership.

The Auditor of Public Accounts, or his legally authorized representatives, shall annually audit the financial accounts of the Authority, and the cost of such audit shall be borne by the Authority.

2022 SESSION

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