

AGENDA

CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, January 9, 2023, 1:00 p.m.

Zoom Meeting

This meeting is open to the public. Members of the public are invited to attend virtually. Please alert the CVTA TAC at CVTA@PlanRVA.org if electronic transmission of this meeting fails for the public. If such transmission fails, the committee will take a recess until public access is restored. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

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_p4ezoo5qTb2lY6y0BTWxRw

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.

1. Welcome and Introductions

(Clarke)

2. Roll Call & Certification of a Quorum

(Firestone)

3. Consideration of Amendments to the Agenda

(Clarke)

4. Approval of December 12, 2022, CVTA TAC Meeting Minutes – page 3

(Clarke)

Action requested: approval of the CVTA TAC meeting minutes as presented (voice vote).

5. Public Comment Period

(Clarke/5 minutes)

This meeting is being held via Zoom. A link to the Zoom webinar, where individuals may register to participate, is posted at the top of this agenda.

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom or to the email address at the top of this agenda. 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 at this time. Please indicate through the Q&A/Chat functions on Zoom 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.

6. CVTA TAC Chair's Report

(Clarke/5 minutes)

7. CVTA Regional Allocations: next steps – page 6

(Clarke/10 minutes)

Information item.

8. Project Selection and Allocation Framework

(Walker/45 minutes)

Information item: review of newly submitted test projects, six special consideration criteria, cost overruns, project estimates and project management.

9. CVTA TAC Member Comments

(Clarke/5 minutes)

10. Next Meeting: February 13, 2023

(Clarke)

11. Adjournment

(Clarke)

CAP/jf
Attachments

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

**ZOOM MEETING MINUTES
 December 12, 2022**

Members and Alternates Present:

| Voting Members | | | | | |
|----------------------------|---|----------------------------|---|--------------------------------|---|
| Town of Ashland | | Charles City County | | Chesterfield County | |
| Nora Amos | | Gary Mitchell | X | Barbara K. Smith, Vice Chair | X |
| Will Tucker | | Rhonda Russell (A) | X | Chessa D. Walker (A) | X |
| Goochland County | | Hanover County | | Henrico County | |
| Austin Goyne | X | Joseph E. Vidunas | X | Todd Eure | X |
| Thomas M. Coleman (A) | X | J. Michael Flagg (A) | | Sharon Smidler (A) | X |
| New Kent County | | Powhatan County | | City of Richmond | |
| Justin M. Stauder | | Bret Schardein | X | Dironna Moore Clarke Chair | X |
| Kelli Le Duc (A) | X | Vacant (A) | | Travis A. Bridewell (A) | |
| VDRPT | | VDOT | | Virginia Port Authority | |
| Tiffany T. Dubinsky | | Dale Totten | | Barbara Nelson | X |
| Daniel Wagner (A) | X | Mark Riblett (A) | | | |
| | | Liz McAdory (A) | | PlanRVA/RRTPO | |
| GRTC Transit System | | | | Chet Parsons | X |
| Adrienne Torres | X | RMTA* | | | |
| Sam Sink (A) | | Joi Taylor Dean | | | |

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 December 12, 2022, CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:02 p.m.

2. Roll Call & Certification of a Quorum

Janice Firestone, Chief Clerk, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Agenda

There were no requested changes to the agenda.

4. Approval of November 14, 2022, CVTA TAC Meeting Minutes

On motion by Barbara K. Smith, seconded by Todd Eure, the CVTA TAC unanimously approved the minutes of the November 14, 2022, meeting as presented (voice vote, Kelli LeDuc abstained).

5. Public Comment Period

There were no requests to address the committee.

6. CVTA TAC Chair's Report

Chair Clarke did not have a formal report.

7. CVTA Regional Allocations: next steps

Chair Clarke noted that the full Authority approved the allocation plan, which included the Fall Line Trail, the CVTA regional projects including the I-64 widening. Leveraging was discussed. It was suggested that, once SmartScale results are out, a report could be compiled of the CVTA leveraged projects and how they did to determine how they were affected by the leveraging. It could include historic data from previous rounds to show how the rankings fluctuate.

8. Project Selection and Allocation Framework

Chessa Walker reported that the focus of today's discussion will be eligibility for highway projects. The special consideration criteria were reviewed. Members were asked to submit test projects to be used for evaluating the potential special considerations. The committee reviewed the submitted test projects and discussed the pros and cons to them with respect to each of the special considerations.

The guidelines for new roads need to have a projected ADT above 20,000. That could be added to the criteria for existing roads if a locality to show that the road is expected to get to 20,000 within a certain timeframe.

Six criteria were left on the table for discussion at the next meeting. Three projects from Charles City County will be added for testing. Any other test projects should be submitted within the next week for review.

Potential deadlines for parking lot items will be discussed at the next meeting. Cost overruns, project estimates and project management will be discussed at the next meeting as well. Staff will provide an update on cost overruns at the meeting.

9. CVTA TAC Member Comments

There were no comments from members.

10. Next Meeting: Monday, January 9, 2023, at 1:00 p.m.

11. Adjournment

Chair Clarke adjourned the meeting at 2:30 p.m.

PROJECTS

| Title | UPC | SS App ID | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | Total CVTA | Balance to Complete | Notes |
|---|------------------|-----------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------------|--|
| #FLT - DB 2 - Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B) | 121511 | | | | | | | | | | \$ - | \$ 9,985,050 | Estimate taken from the latest FLWG sheet; VDOT shows CVTA funds not needed but still showing a deficit for Segment 2B |
| #FLT - DB 1 - Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4) | 121374 119159 | | | | \$ 2,459,287 | \$ 4,741,320 | \$ 1,180,504 | | | | \$ 8,381,111 | \$ - | Estimate taken from latest FLWG sheet; years based on SPA |
| #FLT - Commerce Road - Phase II | | 9010 | | | | \$ 5,392,981 | \$ 8,467,706 | | \$ 13,139,313 | | \$ 27,000,000 | \$ 42,063,422 | \$8M awarded in Round 2; additional \$19M recommended by FLWG; funding shifted based on TAC review |
| #FLT - C Commerce Road - Phase I | 118946 | | | | | \$ 1,391,127 | | \$ 984,860 | \$ 624,013 | | \$ 3,000,000 | \$ (3,000,000) | Replacing local leverage funding on Smart Scale app (other in SYIP) |
| #FLT - DB3? - Chesterfield (Segments 2C - 3A) | | | | \$ 25,194,503 | | | | | | | \$ 25,194,503 | \$ (25,194,503) | FLWG recommendation (11/2/22); estimate and schedule update needed |
| #FLT - Manchester Bridge (Segment 4E-R) | | | \$ 1,500,000 | | | | | | | | \$ 1,500,000 | \$ (1,500,000) | FLWG recommendation (11/2/22); estimate and schedule update needed |
| #FLT - Bryan Park (Segment 6B) | | | \$ 3,000,000 | | | | | | | | \$ 3,000,000 | \$ (3,000,000) | FLWG recommendation (11/2/22); |
| #FLT - Park St (Segment 6C) | 117047 | | \$ 713,000 | | | | | | | | \$ 713,000 | \$ (5,000) | FLWG recommendation (11/2/22) |
| #FLT - Lakeside Community Trail Ph 1 (Segment 6D.1) | 118065 | | \$ 396,504 | | | | | | | | \$ 396,504 | \$ 54,977 | FLWG recommendation (11/2/22) |
| #FLT - Lakeside Community Trail Ph 2 (Segment 6D.2) | 118091 | | \$ 803,000 | | | | | | | | \$ 803,000 | \$ 32,783 | FLWG recommendation (11/2/22) |
| #FLT - Lakeside Community Trail Ph 3 (Segment 6D.3) | | | \$ 3,073,000 | | | | | | | | \$ 3,073,000 | \$ 1,126,000 | FLWG recommendation (11/2/22) |
| #FLT - Brook/Hilliard Road Diet (Segment 6E) | 118153 | | \$ 1,037,401 | | | | | | | | \$ 1,037,401 | \$ 78,599 | FLWG recommendation (11/2/22) |
| #FLT - Villa Park Phase (Segment 6G) | | | \$ 3,706,000 | | | | | | | | \$ 3,706,000 | \$ - | FLWG recommendation (11/2/22) |
| #FLT - Longdale Trail (Segments 7A - 7C.1) | | | \$ 18,791,656 | \$ 7,299,344 | | | | | | | \$ 26,091,000 | \$ - | FLWG recommendation (11/2/22) |
| Capital Trail Crossings | | | \$ 234,000 | | | | | | | | \$ 234,000 | \$ - | |
| I-64 at Ashland Rd (Rte 623) Interchange - DDI | | 9135 | | | | \$ 5,314,767 | | | \$ 1,895,820 | \$ 26,489,242 | \$ 33,699,829 | \$ 34,567,873 | |
| I-64 at Oilville Rd (Rte 617) Interchange | | 9411 | | | | | | | \$ 606,000 | | \$ 606,000 | \$ 520,806 | SYIP funds are Congressionally Designated; funds provided for CN |
| Bottoms Bridge Park and Ride | 120444 | | | | | | \$ 200,000 | | | | \$ 200,000 | \$ 3 | |
| Stavemill Rd Turn Lane | | | \$ 1,800,000 | | | | | | | | \$ 1,800,000 | \$ - | |
| Rte 288 NB Hard Shoulder Running | 122147 | 9325 | | | | | | | | \$ 8,000,000 | \$ 8,000,000 | \$ 7,411,254 | |
| GreenCity Connector Trail and Bridge | | | | \$ 1,655,000 | \$ 1,960,000 | | \$ 3,181,500 | \$ 3,181,500 | | | \$ 9,978,000 | \$ - | |
| F Manchester Connection to James River | | | | | \$ 564,900 | \$ 1,034,997 | | \$ 2,372,467 | \$ 2,372,467 | | \$ 6,344,831 | \$ - | |
| Mayo Bridge Replacement | 104888 | | | | | | | | \$ 5,000,000 | | \$ 5,000,000 | \$ (5,000,000) | Appears to be overfunded from SYIP figures (note re: CVTA funds in SYIP online, so may be included in total?) |
| POV Richmond Marine Terminal Access Improvements at I-95/Bells Road | | | \$ 2,000,000 | | | | | | | | \$ 2,000,000 | \$ - | |
| RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY | | | \$ 3,696,750 | | | | | | | | \$ 3,696,750 | \$ - | |
| N. Gayton Road Interchange at I-64 | | | \$ 4,985,000 | | | | | | | | \$ 4,985,000 | \$ - | |
| Chippenham Parkway/RT 60 Interchange Improvements | | | \$ 2,000,000 | | | | | | | | \$ 2,000,000 | \$ - | |
| Rt. 301 3rd Southbound Lane | | | | | \$ 52,403 | \$ 777,455 | | | | | \$ 829,858 | \$ - | |
| W Broad Street Intersection Improvements at Parham Road | | 9240 | | | | \$ 2,108,624 | | | \$ 502,376 | | \$ 2,611,000 | \$ 23,333,691 | |
| Rt. 1/Rt. 30 Green-T | | | | | | \$ 1,514,091 | | \$ 3,440,028 | | | \$ 4,954,119 | \$ - | |
| A Hull Street Phase II (US360) | 121391 | 8929 | | | | \$ 779,570 | | \$ 1,199,332 | | \$ 4,312,949 | \$ 6,291,851 | \$ 7,928,537 | |
| Rt. 301/Rt. 54 Roundabout | | | | | \$ 700,000 | \$ 905,000 | | \$ 2,919,642 | | | \$ 4,524,642 | \$ - | |
| W Broad Street Improvements - Short Pump | | 9043 | | | \$ 3,038,850 | | | | \$ 191,150 | | \$ 3,230,000 | \$ 24,669,865 | |
| I-95/Route 10 Interchange Improvement, Phase II | | 9270 | | | \$ 4,182,067 | | | \$ 512,327 | \$ 12,391,888 | | \$ 17,086,282 | \$ 25,187,765 | |
| Magellan Parkway Bridge and Approach Section | | | \$ 2,010,000 | | \$ 1,346,000 | \$ 6,086,400 | \$ 6,086,400 | \$ 3,043,200 | | | \$ 18,572,000 | \$ - | |
| G Broad Street Streetscape (US250) with Pulse Expansion Phase III | | 9009 | | | \$ 2,380,938 | | | \$ 2,547,668 | \$ 3,871,394 | | \$ 8,800,000 | \$ 13,808,713 | |
| Brook Road Improvements - Villa Park Dr to Hilliard Rd | | | | | \$ 1,305,000 | \$ 1,799,000 | \$ 2,508,672 | \$ 2,924,800 | \$ 1,878,528 | | \$ 10,416,000 | \$ - | |
| Woolridge Road (Route 288 - Old Hundred Road) Extension | 112974 | | | \$ 19,578,166 | \$ 18,000,000 | | | | | | \$ 37,578,166 | \$ (37,578,166) | Advanced schedule based on TAC review; funding shifted on I-64 and Commerce Rd Ph 2 to accommodate |
| Staples Mill Road Improvements | | 9041 | | | \$ 4,331,401 | | | | \$ 1,338,599 | | \$ 5,670,000 | \$ 29,919,278 | |
| Woodman Road Improvements - Mountain Rd to Hungary Rd | | | | | \$ 3,270,000 | \$ 9,397,785 | \$ 6,102,121 | \$ 9,078,094 | | | \$ 27,848,000 | \$ 34,721,308 | |
| SB 288 Continuous HSR Lane - West Creek Parkway to Route 711 | | 8927 | | | \$ 3,850,646 | | | | \$ 521,492 | | \$ 4,372,138 | \$ 39,203,393 | |
| Route 360 (Woodlake Pkwy to Otterdale Rd) Widening | | 9014 | | | \$ 3,579,090 | | \$ 7,372,054 | \$ 9,048,856 | | | \$ 20,000,000 | \$ 14,276,877 | |

PROJECTS

| Title | UPC | SS App ID | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | Total CVTA | Balance to Complete | Notes |
|-------------------------------------|-----|-----------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------------|--|
| Vaughan Road Overpass | | | | | \$ 2,445,074 | \$ 2,217,234 | | | | | \$ 4,662,308 | \$ 32,921,973 | Other funds are CVTA Local (Ashland, Hanover), CSX, and DRPT CRF funds; estimate and schedule updated from Railroad Crossing Elimination Grant application |
| B Forest Hill Avenue Phase II | | 8930 | | | \$ 2,811,949 | | | \$ 4,119,146 | \$ 3,703,018 | \$ 4,011,708 | \$ 14,645,821 | \$ 24,113,920 | |
| I-64 Widening | | | | \$ 16,245,833 | \$ 11,237,395 | \$ 25,664,649 | \$ 28,342,043 | \$ 18,510,080 | | | \$ 100,000,000 | \$ - | VDOT requested at least \$50M - \$60M by FY25 and balance in FY26; funding shifted based on TAC review |
| SUBTOTAL (TOTAL ALLOCATIONS) | | | \$ 47,736,311 | \$ 71,982,846 | \$ 67,515,000 | \$ 69,125,000 | \$ 63,441,000 | \$ 63,882,000 | \$ 47,430,058 | \$ 43,419,899 | \$ 474,532,114 | | |

RESERVES

| Title | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | Total CVTA |
|----------------------------------|------|------|------|------|--------------|--------------|---------------|---------------|---------------|
| Regional Reserve (Target) | \$ - | \$ - | \$ - | \$ - | \$ 7,049,000 | \$ 7,098,000 | \$ 17,893,750 | \$ 21,682,500 | \$ 53,723,250 |
| Surplus Reserve (beyond Target) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 6,251,192 | \$ 7,172,601 | \$ 13,423,793 |
| SUBTOTAL (TOTAL RESERVES) | \$ - | \$ - | \$ - | \$ - | \$ 7,049,000 | \$ 7,098,000 | \$ 24,144,942 | \$ 28,855,101 | \$ 67,147,043 |

| | | | | | | | | | |
|---------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| TOTAL ALLOCATION & RESERVE | \$ 47,736,311 | \$ 71,982,846 | \$ 67,515,000 | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 71,575,000 | \$ 72,275,000 | \$ 541,679,157 |
| PROJECTED & ACTUAL REVENUE | \$ 47,736,311 | \$ 71,982,846 | \$ 67,515,000 | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 71,575,000 | \$ 72,275,000 | \$ 541,679,157 |
| DIFFERENCE | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Actual Actual Projected Projected Projected Projected Projected Projected

PROGRAMMING NOTES

Funds generally programmed based on schedule (SYIP > SS Rd 5 > CVTA application)

Reserve Targets treat FY24 as Year 1; assume 10% for FY25 and FY26 as previously approved

I-64 & FLT prioritized for earlier funds

Smart Scale applications advanced to FY24 start to reduce inflationary impacts on scoring