

# AGENDA

## CVTA TECHNICAL ADVISORY COMMITTEE

Monday, April 11, 2022, 1:00 p.m.

### Zoom Meeting

This meeting is open to the public. Members of the public are invited to attend virtually.

If you wish to participate in this meeting, please register via Zoom at  
[https://planrva-org.zoom.us/webinar/register/WN\\_9a1q7QosRJ6WbKqgkgy70Q](https://planrva-org.zoom.us/webinar/register/WN_9a1q7QosRJ6WbKqgkgy70Q)

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](http://www.youtube.com/c/PlanRVA).

### Welcome and Introductions

*(Eure)*

### Roll Call & Certification of a Quorum

*(Firestone)*

### Opening Statement Regarding Virtual Participation

*(Parsons/as needed)*

### 1. Consideration of Amendments to the Agenda

*(Eure)*

### 2. **Approval of March 14, 2022, CVTA TAC Meeting Minutes** – Page 3

*(Eure)*

**Action requested: approval of the CVTA TAC meeting minutes as presented.**

### 3. Public Comment Period

*(Eure/5 minutes)*

### 4. CVTA TAC Chairman's Report

*(Eure/5 minutes)*

### 5. CVTA TAC Staff Update

*(Parsons/10 minutes)*

a. Finance Committee Update

- 6. Innovation Funding - 288 Northbound Hard Shoulder Project**  
(Eure/Parsons/10 minutes)  
**Action requested – Motion to recommend approval of using CVTA regional funds in parallel with VDOT innovation funding to make a competitive smart scale application**
- 7. Regional Project Prioritization**  
(Eure/Parsons/30 minutes)
  - a. **Final Scoring Results** - page 6
  - b. **Regional Funding Scenarios** – page 10
- 8. FY23 Final Allocation Plans - Update**  
(Parsons/5 minutes)
- 9. Fall Line Working Group – Update**  
(Eure/10 minutes)
  - a. **Preliminary Impact/Operational Analysis, Scope, and Cost Estimate for a Project Package or Packages in the City of Richmond**
  - b. **Schedule and Spending Plan Timeline for the Remaining Segments of Trail.**
- 10. CVTA TAC Member Comments**  
(Eure/5 minutes)
- 11. Next Meeting: May 9, 2022**  
(Eure)
- 12. Adjournment**  
(Eure)

CAP/jf  
Attachments

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

**ZOOM MEETING SUMMARY  
March 14, 2022**

**Members and Alternates Present:**

| <b>Town of Ashland</b>      |   | <b>Charles City County</b> |   | <b>Chesterfield County</b>              |   |
|-----------------------------|---|----------------------------|---|---|---|
| Nora Amos                   | X | Rhonda Russell             | X | Barbara K. Smith                        | X |
|                             |   | Gary Mitchell              | X | Chessa D. Walker (A)                    | X |
|                             |   |                            |   |   |   |
| <b>Goochland County</b>     |   | <b>Hanover County</b>      |   | <b>Henrico County</b>                   |   |
| Thomas M. Coleman           | X | Joseph E. Vidunas          | X | Todd Eure, FY22 Chair                   | X |
| Austin Goyne (A)            | X | J. Michael Flagg (A)       |   | Sharon Smidler (A)                      | X |
|                             |   |                            |   |   |   |
| <b>New Kent County</b>      |   | <b>Powhatan County</b>     |   | <b>City of Richmond</b>                 |   |
| Justin M. Stauder           | X | Bret Schardein             |   | Dironna Moore Clarke<br>FY22 Vice Chair | X |
| Kelli Le Duc (A)            |   | Vacant (A)                 |   | Travis A. Bridewell (A)                 |   |
|                             |   |                            |   |   |   |
| <b>VDRPT*</b>               |   | <b>VDOT*</b>               |   | <b>Virginia Port Authority</b>          |   |
| Jennifer B. DeBruhl         | X | R. Shane Mann              | X | Barbara Nelson                          | X |
| Tiffany T. Dubinsky (A)     | X | Mark Riblett (A)           |   |   |   |
|                             |   | Liz McAdory (A)            |   |   |   |
|                             |   |                            |   |   |   |
| <b>GRTC Transit System*</b> |   | <b>RMTA*</b>               |   | <b>PlanRVA/RRTP*</b>                    |   |
| Adrienne Torres             | X | Joi Taylor Dean            | X | Chet Parsons                            | X |
| Sam Sink (A)                |   |                            |   |   |   |

\*Non-voting members

The technology used for this 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. Voting record tables are included in Appendix A. A recording of this meeting is available on the [Plan RVA YouTube Channel](#).

**CALL TO ORDER, WELCOME AND INTRODUCTIONS**

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Mr. Todd Eure, presided and called the March 14, 2022, CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:00 p.m.

**ROLL CALL & CERTIFICATION OF A QUORUM**

Janice Firestone, Transportation Program Coordinator, took attendance by roll call and certified that a quorum was present.

**STATEMENT REGARDING VIRTUAL MEETINGS**

Chet Parsons, PlanRVA, shared the statement on virtual meetings.

**1. Consideration of Amendments to the Action Meeting Agenda**

There were no requested changes to the meeting agenda. Seeing and hearing no objections the March 14, 2022, agenda was approved by acclamation as presented.

**2. Approval of January 10, 2022, CVTA TAC Action Meeting Minutes**

On motion of Barbara Smith, seconded by Barbara Smith, the CVTA TAC unanimously approved the minutes of the February 14, 2022, meeting by acclamation as presented (voice vote).

**3. Open Public Comment Period**

There were no requests to address the CVTA Technical Advisory Committee.

**4. CVTA Technical Advisory Committee Chairman's Report**

The Chairman reported that the Finance Committee met on February 9<sup>th</sup>. The regional project prioritization is an important matter to discuss today.

**5. CVTA TAC Staff Update**

**a. Finance Committee Update**

Mr. Parsons reported on the items heard at the recent Finance Committee meeting. No recommendation was made on debt policy. They are recommending the full Authority take action to select a financial advisory firm.

**6. Regional project prioritization**

**a. Scoring results (pre cost validation)**

Mr. Parsons reported that the final cost estimates will be available after March 17<sup>th</sup>, once the meetings with the jurisdictions are complete.

**b. Draft third-party estimate timeline review (update)**

The scores with validated estimates should be available by the Friday after the 17<sup>th</sup>. Adjustments to funding requests could be made at that point. Staff would like to have those adjustments by March 28<sup>th</sup> if possible in order to compile everything before the next CVTA TAC meeting on April 11<sup>th</sup>.

There was discussion about scoring discrepancies. Applicants can follow-up with staff by Thursday about those if possible.

The Authority has not yet taken action on the 10% bonding matter.

**7. FY21 annual certification and FY23 expenditure plans – review of submitted documentation**

Mr. Parsons reported that the certifications have been received from each jurisdictions. He asked that any locality that hasn't yet submitted their FY23 allocation plans to please submit. Chesterfield, Goochland, Charles City and the Town of Ashland have not yet submitted.

**8. Fall Line Working Group – review of upcoming meeting agenda**

Shane Mann reviewed the packages and reported on additional funding that will be coming in for the southernmost portion.

There was discussion about a request from Richmond for \_\_\_\_

1. Request VDOT to proceed with the development and delivery of Project Packages 1 & 2 on the southern and northern sections of the Fall Line Trail – and allocate CVTA funds specifically to both packages; and
2. Authorize CVTA Chairman to enter into an agreement with CTB /VDOT for the development and delivery of FLT packages 1 and 2; and
3. Allocate CVTA funds for conducting a preliminary impact/operational analysis, scope, and cost estimate for a Project Package or Packages in the City of Richmond; and,
4. Direct the FLT Working Group and the CVTA TAC to develop a schedule and spending plan for the remaining segments of trail, to include recommendations for funding options to secure the needed balance of funding to complete the trail.

#### **9. CVTA TAC Member Comments**

There were no member comments.

#### **10. Next Meeting: April 11, 2022**

#### **11. Adjournment**

Chairman Eure adjourned the meeting at 2:19 p.m.

CAP/jf

| Project ID | Project Title                          | Jurisdiction | Safety | Mobility | Access | Benefit | Rank | Request     | Benefit/Cost* | Category Rank |
|------------|--|--------------|--------|----------|--------|---------|------|-------------|---------------|---------------|
| FY23_32    | C Commerce Road - FLT Phase I          | Richmond     | 38.50  | 23.00    | 6.67   | 68.17   | 2    | \$3,000,000 | 227.24        | 1             |
| FY23_33    | H Commerce Road - FLT Phase II         | Richmond     | 13.00  | 16.71    | 38.50  | 68.21   | 1    | \$8,000,000 | 85.26         | 2             |
| FY23_21    | GreenCity Connector Trail and Bridge   | Henrico      | 8.85   | 20.39    | 0.00   | 29.24   | 3    | \$9,978,000 | 31.11         | 3             |
| FY23_35    | F Manchester Connection to James River | Richmond     | 0.42   | 7.67     | 0.04   | 8.12    | 4    | \$7,000,000 | 11.61         | 4             |

**Notes:**

- (1) Green City not modeled in SE data (2017), Parham used as parallel corridor;
- (2) Manchester Connection uses model connector for 10th & Perry as alterative route for calculations; 9th St Bridge included for crash history
- (3) Commerce FLT Phase I already fully funded. Project benefit based on removing project from existing and committed projects

\*Subject to change with third-party review of estimates

| Project ID | Project Title   | Jurisdiction | Benefit     | Rank | Request      | Benefit/Cost* | Category Rank |
|------------|---|--------------|-------------|------|--------------|---------------|---------------|
| FY23_37    | D Mayo Bridge (South) Replacement US 360 Crossing James River   | Richmond     | 0.307542416 | 1    | \$15,000,000 | 0.21          | 1             |
| FY23_36    | E Mayo Bridge (North) Replacement - US 360 Crossing James River | Richmond     | 0.307542416 | 1    | \$23,000,000 | 0.13          | 2             |

**Notes:**  
 (1) Since only Mayo Bridge projects were submitted, benefit uses draft SGR score.

\*Subject to change with third-party review of estimates

| Project ID | Project Title   | Jurisdiction | Safety | Mobility | Access | Benefit | Rank | Request       | Benefit/Cost* | Category Rank |
|------------|---|--------------|--------|----------|--------|---------|------|---------------|---------------|---------------|
| FY23_17    | Rt. 301 3rd Southbound Lane                                       | Hanover      | 5.12   | 17.57    | 18.61  | 41.3    | 5    | \$829,858     | 497.68        | 1             |
| FY23_26    | W Broad Street Intersection Improvements at Parham Road           | Henrico      | 4.62   | 0.03     | 36.05  | 40.7    | 6    | \$2,611,000   | 155.88        | 2             |
| FY23_18    | Rt. 1/Rt. 30 Green-T  | Hanover      | 2.58   | 0.04     | 35.9   | 38.52   | 8    | \$4,954,119   | 77.75         | 3             |
| FY23_30    | A Hull Street Phase II (US360)                                    | Richmond     | 13.62  | 21.19    | 13.27  | 48.08   | 4    | \$6,291,851   | 76.42         | 4             |
| FY23_27    | W Broad Street Improvements - Short Pump                          | Henrico      | 10.67  | 0.52     | 4.62   | 15.81   | 17   | \$3,230,000   | 48.95         | 5             |
| FY23_19    | Rt. 301/Rt. 54 Roundabout   | Hanover      | 3.32   | 0.01     | 18.35  | 21.68   | 12   | \$4,524,642   | 47.92         | 6             |
| FY23_13    | I-95/Route 10 Interchange Improvement, Phase II                   | Chesterfield | 2.64   | 19.42    | 32.11  | 54.17   | 2    | \$17,086,282  | 31.70         | 7             |
| FY23_14    | I-64 at Ashland Rd. (Rte. 623) Interchange                        | Goochland    | 3.71   | 0.03     | 35.89  | 39.63   | 7    | \$15,005,840  | 26.41         | 8             |
| FY23_23    | Magellan Parkway Bridge and Approach Section                      | Henrico      | 6.59   | 21.41    | 9.86   | 37.86   | 9    | \$18,572,000  | 20.39         | 9             |
| FY23_34    | G Broad Street Streetscape (US250) with Pulse Expansion Phase III | Richmond     | 15.64  | 0        | 0      | 15.64   | 18   | \$8,800,000   | 17.77         | 10            |
| FY23_28    | Brook Road Improvements - Villa Park Dr to Hilliard Rd            | Henrico      | 14.88  | 1.24     | 0      | 16.12   | 16   | \$10,416,000  | 15.48         | 11            |
| FY23_09    | Woolridge Road (Route 288 - Old Hundred Road) Extension           | Chesterfield | 5.75   | 11.25    | 35.74  | 52.74   | 3    | \$37,578,118  | 14.03         | 12            |
| FY23_25    | Staples Mill Road Improvements                                    | Henrico      | 0      | 0.85     | 6.57   | 7.42    | 19   | \$5,670,000   | 13.09         | 13            |
| FY23_15    | Rte 288 - New SB Auxiliary Lane South of U.S. 250                 | Goochland    | 0.37   | 3.39     | 16.11  | 19.87   | 13   | \$16,814,989  | 11.82         | 14            |
| FY23_22    | Woodman Road Improvements - Mountain Rd to Hungary Rd             | Henrico      | 11.73  | 3.14     | 11.52  | 26.39   | 11   | \$27,848,000  | 9.48          | 15            |
| FY23_06    | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening                | Chesterfield | 7.04   | 0.46     | 8.73   | 16.23   | 15   | \$20,000,000  | 8.12          | 16            |
| FY23_16    | SB 288 Continuous HSR Lane - West Creek Parkway to Route 711      | Goochland    | 0.17   | 7        | 22.51  | 29.68   | 10   | \$37,878,512  | 7.84          | 17            |
| FY23_02    | Vaughan Road Overpass   | Ashland      | 0      | 0.12     | 18.52  | 18.64   | 14   | \$24,000,000  | 7.77          | 18            |
| FY23_31    | B Forest Hill Avenue Phase II                                     | Richmond     | 1.09   | 3.42     | 0.02   | 4.53    | 20   | \$14,645,821  | 3.09          | 19            |
| FY23_29    | I-64 Widening, Exit 205 to New Kent/ James City County Line       | New Kent     | 28.24  | 2.75     | 36.6   | 67.59   | 1    | \$396,887,519 | 1.70          | 20            |

**Notes:**  
 (1) Forest Hill and Brook Rd Improvements mobility and accessibility scored based on bike/ped improvements only; highway improvements for these projects cannot be modeled with regional travel demand model - needs microsimulation

\*Subject to change with third-party review of estimates



| Project ID | Project Title   | Jurisdiction | Safety | Mobility | Access | Benefit | Rank | Request     | Benefit/Cost* | Category Rank |
|------------|---|--------------|--------|----------|--------|---------|------|-------------|---------------|---------------|
| FY23_12    | I-95/Route 10 Interchange Improvement, Phase II - PE Only           | Chesterfield | 13.27  | 17.17    | 25.97  | 56.4    | 1    | \$2,656,630 | 212.31        | 1             |
| FY23_20    | POV Richmond Marine Terminal Access Improvements at I-95/Bells Road | Hanover      | 0.92   | 0.05     | 29.31  | 30.29   | 4    | \$2,000,000 | 151.45        | 2             |
| FY23_07    | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY        | Chesterfield | 22.16  | 0.38     | 7.38   | 29.92   | 5    | \$2,000,000 | 149.58        | 3             |
| FY23_10    | RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY              | Chesterfield | 6.42   | 23       | 15.4   | 44.82   | 3    | \$3,696,750 | 121.24        | 4             |
| FY23_24    | N. Gayton Road Interchange at I-64                                  | Henrico      | 0      | 8.14     | 38.5   | 46.64   | 2    | \$4,985,000 | 93.56         | 5             |
| FY23_08    | Chippenham Parkway/RT 60 Interchange Improvements                   | Chesterfield | 10.83  | 0.15     | 7.65   | 18.64   | 6    | \$2,000,000 | 93.18         | 6             |

**Notes:**  
 (1) PoV project safety calculated based on volume changes on Deepwater Terminal and Commerce Rd  
 (2) Broad Street Streetscape as presented does not impact transit model (no new service). No data provided on changes to ridership or bus speed -- cannot calculate transit benefit for access or mobility

\*Subject to change with third-party review of estimates

## CVTA TAC AGENDA 04/11/22; ITEM 7.-b.

### REGIONAL FUNDING SCENARIOS

#### Central Virginia Transportation Authority

**REQUESTED ACTION:** Information item only

**BACKGROUND:** The CVTA has the authority, as detailed in the Code of Virginia Section 33.2-3700 – 3713 and the [Regional Prioritization Framework](#), to develop a prioritization process based on objective analysis that considers the benefits of a project relative to its cost. Following the framework, CVTA staff have developed an application process for regional projects, received the initial round of project applications (December 2021), and determined eligibility for the applications.

For eligible projects, a third-party consulting firm was brought on board to verify estimates and work with member jurisdictions to determine recommended project estimates. Member jurisdictions verified assumed estimates and revised funding requests as needed. Staff finalized scoring and ranking of those projects, including benefits and cost scores. Those scores, divided by category, have been included for review by TAC.

In addition, two draft scenarios were developed that outline possible funding options for a full six-year planning period extending from FY23 (this upcoming fiscal year) through FY28.

As you can see, most of the projects that submitted applications can be funded over this assumed six-year window. The rows that are grayed out reflect projects that are not funded in the scenario, either because they have full funding from another source or do not have adequate funding available in the scenario to fulfill the request.

If that window is reduced to a four-year period, the preliminary results show a difference of 7-8 projects less than for a six-year program. The funding for the next round looks to be within a half million of the six year program, so no substantial gains in funding availability for new projects.

**FUNDING SCENARIO NOTES:** The following notes are provided for reference as TAC reviews the two scenarios in advance of the meeting.

- Staff prepared two allocation scenarios using all six years of planned funding (FY23 – FY28) for consideration based on TAC discussion at the last meeting
- Staff followed project selection guidance for reserves and hard and soft caps on funding by project category
- The first scenario is cash basis or pay-as-you-go. This scenario matched available funds to project schedules and estimates.
  - Funds all PE-Only Requests

- Funds 3/4 of bike/ped requests. Unfunded project is fully funded, and sponsor was seeking CVTA funds to replace local commitment for Smart Scale project.
- Funds \$15M toward Mayo Bridge rehabilitation
- Funds all but one highway project (I-64 Gap). Projects were funded in order of cost/benefit ranking.
- Also includes \$8M in funding for 288 NB HSR project
- Estimated funding available for next round - \$62.9M
- Second scenario is a partial bonding scenario which assumes bonding with ~10% of revenues starting in FY23. Scenario assumes additional \$96 million up front with annual debt service of \$6.72M for 20 years (total cost = \$134.4M)
  - Funds all PE-Only Requests
  - Funds 2 of 4 bike/ped requests. One project is fully funded, and sponsor was seeking CVTA funds to replace local commitment for Smart Scale project. The second was the bottom scoring bike/ped project.
  - Funds \$15M toward Mayo Bridge rehabilitation
  - Puts entire bond amount (\$96M) toward I-64 Gap, approximately a quarter of the total estimate. This project is difficult to fund on a cash only basis.
  - Remaining highway projects programmed in order of priority. Funds all but one project (Forest Hill Phase 2)
  - Also includes \$8M in funding for 288 NB HSR project
  - Estimated funding available for next round - \$45.9M
- These are informational scenarios which demonstrate two options for how the projects can be funded.

**FINANCE CONSIDERATIONS:** The goal for TAC is to discuss both options and be prepared to support an action item on the agenda for CVTA Finance on April 13<sup>th</sup>. The Finance recommendation will be included in materials to distribute publicly that day for the 15-day public review ahead of the 4/29 CVTA meeting.

**STAFF RECOMMENDATION:** Staff recommends consideration of a six-year program due to the needs presented in the project applications and the availability of funds to address the majority of applications.

**TAC REQUESTED ACTION:** No action requested

| Sponsor              | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous  | 2023         | 2024         | 2025         | 2026         | FY23 - FY26 CVTA Funds | Non-CVTA Funds | Total Funding  | Balance to Complete | Notes   |
|----------------------|----------------|---|--------------|-------|----------------|----------------|--------------|--------------|--------------|--------------|------------------------|----------------|----------------|---------------------|---|
| Regionwide           |                | Fall Line Trail   | Bike/Ped     |       | \$ 300,000,000 | \$ 104,447,716 | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 72,606,589  | \$ 177,054,305 | \$ 122,945,695      |   |
|                      |                | Package 1 - Chesterfield, Petersburg, Colonial Heights (Design-Build or Design-Bid-Build) |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Package 2 - Ashland, Hanover, Henrico (Design-Build or Design-Bid-Build)                  |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Richmond - Operational Analysis and 30% Design  |              | Local | \$ 125,000     | \$ 125,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 125,000     | \$ -                | FLT Dedicated Funds   |
| Richmond             |                | H Commerce Road - FLT Phase II  | Bike/Ped     | Local | \$ 46,407,300  | \$ 8,000,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 8,000,000   | \$ 38,407,300       | Smart Scale Round 5 pre-application; Use FLT dedicated funds  |
| Richmond             | 118946         | C Commerce Road - FLT Phase I   | Bike/Ped     | Local | \$ 12,441,459  | \$ 3,000,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 12,441,459  | \$ 15,441,459  | \$ -                | CVTA Funds replace local match for Smart Scale/FLT project; Use FLT dedicated funds   |
| Charles City         |                | Capital Trail Crossings   | Bike/Ped     | VDOT  | \$ 234,000     | \$ 234,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 234,000     | \$ -                | Funding in Round 1 for PE; schedule advanced to match project start in FY23; Fully Funds to Estimate; Smart Scale Round 5 pre-app |
| Goochland            |                | I-64 at Ashland Rd (Rte 623) Interchange - DDI  | Highway      | VDOT  | \$ 16,884,840  | \$ 2,406,558   | \$ -         | \$ -         | \$ 4,605,500 | \$ 9,872,782 | \$ 14,478,282          | \$ -           | \$ 16,884,840  | \$ (606,000)        |   |
| Goochland            |                | I-64 at Oilville Rd (Rte 617) Interchange   | Highway      | VDOT  | \$ -           | \$ 606,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 606,000     | \$ -                |   |
| New Kent             | 120444         | Bottoms Bridge Park and Ride  | Multimodal   | VDOT  | \$ 3,300,000   | \$ 200,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 3,100,000   | \$ 3,300,000   | \$ (1,800,000)      |   |
| Powhatan             |                | Stavemill Rd Turn Lane  | Highway      | VDOT  | \$ -           | \$ 1,800,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 1,800,000   | \$ 15,458,611       | Smart Scale Round 5 pre-application; includes previously unallocated FY21 - FY22 funds  |
| Powhatan / Goochland |                | Rte 288 NB Hard Shoulder Running  | Highway      | VDOT  | \$ 23,458,611  | \$ 1,427,037   | \$ 6,572,963 | \$ -         | \$ -         | \$ -         | \$ 6,572,963           | \$ -           | \$ 8,000,000   | \$ (3,000,000)      |   |
| Henrico              |                | GreenCity Connector Trail and Bridge  | Bike/Ped     | Local | \$ 9,978,000   | \$ -           | \$ 1,655,000 | \$ 1,960,000 | \$ 3,181,500 | \$ 3,181,500 | \$ 9,978,000           | \$ -           | \$ 9,978,000   | \$ -                |   |
| Richmond             |                | F Manchester Connection to James River  | Bike/Ped     | Local | \$ 6,344,831   | \$ -           | \$ 564,900   | \$ 1,034,997 | \$ -         | \$ 4,744,934 | \$ 6,344,831           | \$ -           | \$ 6,344,831   | \$ -                |   |
| Richmond             | 104888         | D Mayo Bridge (South) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 45,011,837  | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 13,800,679  | \$ 13,800,679  | \$ 31,211,158       | Other funds include STBG, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Richmond             | 104888         | E Mayo Bridge (North) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 34,971,587  | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 34,971,587       | Other funds include STBG, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Chesterfield         |                | I-95/Route 10 Interchange Improvement, Phase II - PE Only                                 | PE Only      | Local | \$ 2,656,630   | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | Full Project Funded (see highway projects)  |
| Hanover              |                | POV Richmond Marine Terminal Access Improvements at I-95/Bells Road                       | PE Only      | VDOT  | \$ 2,000,000   | \$ -           | \$ -         | \$ 2,000,000 | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Chesterfield         |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY                              |              |       | \$ 2,000,000   |                | \$ 1,435,100 | \$ 564,900   | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Chesterfield         |                | RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY                                    | PE Only      | Local | \$ 3,696,750   | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 3,696,750        |   |
| Henrico              |                | N. Gayton Road Interchange at I-64  | PE Only      | Local | \$ 4,985,000   | \$ -           | \$ 4,985,000 | \$ -         | \$ -         | \$ -         | \$ 4,985,000           | \$ -           | \$ 4,985,000   | \$ -                |   |
| Chesterfield         |                | Chippenham Parkway/RT 60 Interchange Improvements   | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ 2,000,000 | \$ -         | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Hanover              |                | Rt. 301 3rd Southbound Lane   | Highway      | Local | \$ 1,229,858   | \$ -           | \$ 414,929   | \$ 414,929   | \$ -         | \$ -         | \$ 829,858             | \$ 400,000     | \$ 1,229,858   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |
| Henrico              |                | W Broad Street Intersection Improvements at Parham Road                                   | Highway      | VDOT  | \$ 11,822,985  | \$ -           | \$ -         | \$ 1,110,000 | \$ -         | \$ 1,501,000 | \$ 2,611,000           | \$ -           | \$ 2,611,000   | \$ 9,211,985        | Smart Scale Round 5 pre-application; Fully Funds Request  |
| Hanover              |                | Rt. 1/Rt. 30 Green-T  | Highway      | Local | \$ 5,554,119   | \$ -           | \$ -         | \$ 1,514,091 | \$ -         | \$ 3,440,028 | \$ 4,954,119           | \$ 600,000     | \$ 5,554,119   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |

| Sponsor      | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous | 2023          | 2024          | 2025          | 2026          | FY23 - FY26 CVTA Funds | Non-CVTA Funds | Total Funding | Balance to Complete | Notes  |
|--------------|----------------|---|--------------|-------|----------------|---------------|---------------|---------------|---------------|---------------|------------------------|----------------|---------------|---------------------|--|
| Richmond     |                | A Hull Street Phase II (US360)                                    | Highway      | Local | \$ 12,583,702  | \$ -          | \$ 693,000    | \$ -          | \$ 1,468,743  | \$ 4,130,108  | \$ 6,291,851           | \$ -           | \$ 6,291,851  | \$ 6,291,851        | Smart Scale Round 5 pre-application; Funding frontloaded to provide full request for SS leverage |
| Hanover      |                | Rt. 301/Rt. 54 Roundabout   | Highway      | Local | \$ 4,524,642   | \$ -          | \$ 700,000    | \$ -          | \$ 905,000    | \$ 2,919,642  | \$ 4,524,642           | \$ -           | \$ 4,524,642  | \$ -                | Fully Funds to Estimate  |
| Henrico      |                | W Broad Street Improvements - Short Pump                          | Highway      | VDOT  | \$ 20,216,405  | \$ -          | \$ -          | \$ 1,980,000  | \$ -          | \$ 1,250,000  | \$ 3,230,000           | \$ -           | \$ 3,230,000  | \$ 16,986,405       | Smart Scale Round 5 pre-application; Funding frontloaded to provide full request for SS leverage |
| Chesterfield |                | I-95/Route 10 Interchange Improvement, Phase II                   | Highway      | Local | \$ 21,176,611  | \$ -          | \$ 2,000,000  | \$ 1,176,611  | \$ 12,263,000 | \$ 1,646,671  | \$ 17,086,282          | \$ -           | \$ 17,086,282 | \$ 4,090,329        | Smart Scale Round 5 pre-application; Fully Funds Request   |
| Henrico      |                | Magellan Parkway Bridge and Approach Section                      | Highway      | Local | \$ 18,572,000  | \$ -          | \$ 3,405,286  | \$ 10,165,083 | \$ 5,001,631  | \$ -          | \$ 18,572,000          | \$ -           | \$ 18,572,000 | \$ -                | Fully Funds to Estimate  |
| Richmond     |                | G Broad Street Streetscape (US250) with Pulse Expansion Phase III | Highway      | Local | \$ 14,709,000  | \$ -          | \$ 2,024,000  | \$ -          | \$ 2,175,000  | \$ 4,601,000  | \$ 8,800,000           | \$ -           | \$ 8,800,000  | \$ 5,909,000        | Smart Scale Round 5 pre-application  |
| Henrico      |                | Brook Road Improvements - Villa Park Dr to Hilliard Rd            | Highway      | Local | \$ 10,416,000  | \$ -          | \$ 1,305,000  | \$ 1,799,000  | \$ 3,656,000  | \$ 3,656,000  | \$ 10,416,000          | \$ -           | \$ 10,416,000 | \$ -                | Fully Funds to Estimate  |
| Chesterfield | 112974         | Woolridge Road (Route 288 - Old Hundred Road) Extension           | Highway      | Local | \$ 54,252,500  | \$ -          | \$ 28,392,522 | \$ 9,185,644  | \$ -          | \$ -          | \$ 37,578,166          | \$ 16,674,334  | \$ 54,252,500 | \$ -                | Fully Funds to Estimate; other funds are revenue share and local                                 |
| Henrico      |                | Staples Mill Road Improvements                                    | Highway      | VDOT  | \$ 21,987,030  | \$ -          | \$ 2,670,000  | \$ -          | \$ -          | \$ 3,000,000  | \$ 5,670,000           | \$ -           | \$ 5,670,000  | \$ 16,317,030       | Smart Scale Round 5 pre-application; Fully Funds request   |
| Goochland    |                | Rte 288 - New SB Auxiliary Lane South of U.S. 250                 | Highway      | VDOT  | \$ 16,814,989  | \$ -          | \$ 1,945,800  | \$ 1,703,850  | \$ 8,922,770  | \$ 4,242,569  | \$ 16,814,989          | \$ -           | \$ 16,814,989 | \$ -                | Fully Funds to Estimate; Funding advanced to match expedited schedule                            |
| Henrico      |                | Woodman Road Improvements - Mountain Rd to Hungary Rd             | Highway      | Local | \$ 62,569,308  | \$ -          | \$ -          | \$ 9,327,648  | \$ 13,471,586 | \$ 5,048,766  | \$ 27,848,000          | \$ 4,400,000   | \$ 32,248,000 | \$ 30,321,308       | Other funds are local; pending revenue sharing app; sponsor to develop plan for balance          |
| Goochland    |                | SB 288 Continuous HSR Lane - West Creek Parkway to Route 711      | Highway      | VDOT  | \$ 37,878,512  | \$ -          | \$ -          | \$ 3,630,868  | \$ 741,270    | \$ -          | \$ 4,372,138           | \$ -           | \$ 4,372,138  | \$ 33,506,374       | Partial funding for leveraging; Smart Scale Round 5 Pre-app                                      |
| Chesterfield |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening                | Highway      | Local | \$ 29,730,000  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ -           | \$ -          | \$ 29,730,000       | PE Only funded   |
| Ashland      |                | Vaughan Road Overpass   | Highway      | VDOT  | \$ 24,267,943  | \$ -          | \$ -          | \$ 1,784,250  | \$ -          | \$ -          | \$ 1,784,250           | \$ 50,000      | \$ 1,834,250  | \$ 22,433,693       | Partial funding for leveraging; Smart Scale Round 5 Pre-app                                      |
| Richmond     |                | B Forest Hill Avenue Phase II                                     | Highway      | Local | \$ 31,710,827  | \$ -          | \$ -          | \$ 9,404,379  | \$ -          | \$ -          | \$ 9,404,379           | \$ -           | \$ 9,404,379  | \$ 22,306,448       | Partial funding for leveraging; Smart Scale Round 5 Pre-app                                      |
| New Kent     |                | I-64 Widening   | Highway      | VDOT  | \$ 396,887,519 | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ -           | \$ -          | \$ 396,887,519      |  |
| Regionwide   |                | CVTA Regional Reserve Fund  | N/A          | N/A   | \$ -           | \$ -          | \$ 6,751,500  | \$ 10,368,750 | \$ 14,098,000 | \$ 17,745,000 | \$ 48,963,250          | \$ -           | \$ 48,963,250 |                     |  |

|                       |                |               |               |               |               |                |
|-----------------------|----------------|---------------|---------------|---------------|---------------|----------------|
| <b>Projected</b>      | \$ 111,121,311 | \$ 67,515,000 | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 278,110,000 |
| <b>Reserve Target</b> | \$ -           | 10%           | 15%           | 20%           | 25%           | 17.6%          |
| <b>Reserve Amount</b> | \$ -           | \$ 6,751,500  | \$ 10,368,750 | \$ 14,098,000 | \$ 17,745,000 | \$ 48,963,250  |
| <b>Allocated</b>      | \$ 111,121,311 | \$ 60,763,500 | \$ 58,756,250 | \$ 56,392,000 | \$ 53,235,000 | \$ 229,146,750 |

**Estimate of Available Funds for Next Round**  
\$ 70,963,000

| Sponsor              | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous  | 2023         | 2024          | 2025         | 2026          | 2027         | 2028         | FY23 - FY28 CVTA Funds | Non-CVTA Funds | Total Funding  | Balance to Complete | Notes   |
|----------------------|----------------|---|--------------|-------|----------------|----------------|--------------|---------------|--------------|---------------|--------------|--------------|------------------------|----------------|----------------|---------------------|---|
| Regionwide           |                | Fall Line Trail   | Bike/Ped     | Mixed | \$ 300,000,000 | \$ 104,447,716 | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ 72,606,589  | \$ 177,054,305 | \$ 122,945,695      |   |
|                      |                | Package 1 - Chesterfield, Petersburg, Colonial Heights (Design-Build or Design-Bid-Build) |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Package 2 - Ashland, Hanover, Henrico (Design-Build or Design-Bid-Build)                  |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Richmond - Operational Analysis and 30% Design  |              | Local | \$ -           | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
| Richmond             | 118946         | C Commerce Road - FLT Phase I   | Bike/Ped     | Local | \$ 12,441,459  | \$ 3,000,000   | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ 9,441,459   | \$ 12,441,459  | \$ -                | CVTA Funds replace local match for Smart Scale/FLT project; Use FLT dedicated funds   |
| Richmond             |                | H Commerce Road - FLT Phase II  | Bike/Ped     | Local | \$ 46,407,300  | \$ 8,000,000   | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 8,000,000   | \$ 38,407,300       | Smart Scale Round 5 pre-application; Use FLT dedicated funds  |
| Charles City         |                | Capital Trail Crossings   | Bike/Ped     | VDOT  | \$ 234,000     | \$ 234,000     | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 234,000     | \$ -                |   |
| Goochland            |                | I-64 at Oilville Rd (Rte 617) Interchange   | Highway      | VDOT  | \$ 5,128,000   | \$ 606,000     | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 606,000     | \$ 4,522,000        |   |
| New Kent             | 120444         | Bottoms Bridge Park and Ride  | Multimodal   | VDOT  | \$ 3,300,000   | \$ 200,000     | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ 3,100,000   | \$ 3,300,000   | \$ -                |   |
| Powhatan             |                | Stavemill Rd Turn Lane  | Highway      | VDOT  | \$ 1,800,000   | \$ 1,800,000   | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 1,800,000   | \$ -                |   |
| Goochland            |                | I-64 at Ashland Rd (Rte 623) Interchange - DDI  | Highway      | VDOT  | \$ 16,884,840  | \$ 2,406,558   | \$ -         | \$ -          | \$ -         | \$ 12,478,282 | \$ 2,000,000 | \$ -         | \$ 14,478,282          | \$ -           | \$ 16,884,840  | \$ -                | Funding in Round 1 for PE; schedule advanced to match project start in FY23; Fully Funds to Estimate; Smart Scale Round 5 pre-app |
| Powhatan / Goochland |                | Rte 288 NB Hard Shoulder Running  | Highway      | VDOT  | \$ 23,458,611  | \$ 1,427,037   | \$ 6,572,963 | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ 6,572,963           | \$ -           | \$ 8,000,000   | \$ 15,458,611       | Smart Scale Round 5 pre-application; includes previously unallocated FY21-FY22 funds  |
| Henrico              |                | GreenCity Connector Trail and Bridge  | Bike/Ped     | Local | \$ 9,978,000   | \$ -           | \$ 1,655,000 | \$ 1,960,000  | \$ 6,363,000 | \$ -          | \$ -         | \$ -         | \$ 9,978,000           | \$ -           | \$ 9,978,000   | \$ -                |   |
| Richmond             |                | F Manchester Connection to James River  | Bike/Ped     | Local | \$ 6,344,831   | \$ -           | \$ 564,900   | \$ -          | \$ 1,034,997 | \$ 4,744,934  | \$ -         | \$ -         | \$ 6,344,831           | \$ -           | \$ 6,344,831   | \$ -                | Fully funded to estimate; original request for \$7M   |
| Richmond             | 104888         | D Mayo Bridge (South) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 45,011,837  | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ 13,800,679  | \$ 13,800,679  | \$ 31,211,158       | Other funds include STBC, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Richmond             | 104888         | E Mayo Bridge (North) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 34,971,587  | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 34,971,587       | Other funds include STBC, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Chesterfield         |                | I-95/Route 10 Interchange Improvement, Phase II - PE Only                                 | PE Only      | Local | \$ 2,656,630   | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | Full request funded (see highway projects)  |
| Hanover              |                | POV Richmond Marine Terminal Access Improvements at I-95/Bells Road                       | PE Only      | VDOT  | \$ 2,000,000   | \$ -           | \$ -         | \$ 2,000,000  | \$ -         | \$ -          | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Chesterfield         |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY                              | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ -         | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | Full request funded (see highway projects)  |
| Chesterfield         |                | RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY                                    | PE Only      | Local | \$ 3,696,750   | \$ -           | \$ 3,696,750 | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ 3,696,750           | \$ -           | \$ 3,696,750   | \$ -                |   |
| Henrico              |                | N. Gayton Road Interchange at I-64  | PE Only      | Local | \$ 4,985,000   | \$ -           | \$ 4,985,000 | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ 4,985,000           | \$ -           | \$ 4,985,000   | \$ -                |   |
| Chesterfield         |                | Chippenham Parkway/RT 60 Interchange Improvements   | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ 2,000,000 | \$ -          | \$ -         | \$ -          | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Hanover              |                | Rt. 301 3rd Southbound Lane   | Highway      | Local | \$ 1,229,858   | \$ -           | \$ 414,929   | \$ 414,929    | \$ -         | \$ -          | \$ -         | \$ -         | \$ 829,858             | \$ 400,000     | \$ 1,229,858   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |
| Henrico              |                | W Broad Street Intersection Improvements at Parham Road                                   | Highway      | VDOT  | \$ 11,822,985  | \$ -           | \$ -         | \$ 1,110,000  | \$ -         | \$ -          | \$ 750,500   | \$ 750,500   | \$ 2,611,000           | \$ -           | \$ 2,611,000   | \$ 9,211,985        | Smart Scale Round 5 pre-application; Fully Funds Request  |
| Hanover              |                | Rt. 1/Rt. 30 Green-T  | Highway      | Local | \$ 5,554,119   | \$ -           | \$ -         | \$ 1,514,091  | \$ -         | \$ 3,440,028  | \$ -         | \$ -         | \$ 4,954,119           | \$ 600,000     | \$ 5,554,119   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |
| Richmond             |                | A Hull Street Phase II (US360)  | Highway      | Local | \$ 12,583,702  | \$ -           | \$ 235,020   | \$ 263,454    | \$ 194,526   | \$ 1,516,265  | \$ 2,130,108 | \$ 1,952,478 | \$ 6,291,851           | \$ -           | \$ 6,291,851   | \$ 6,291,851        | Smart Scale Round 5 pre-application; Fully funds request  |
| Hanover              |                | Rt. 301/Rt. 54 Roundabout   | Highway      | Local | \$ 4,524,642   | \$ -           | \$ 500,000   | \$ 1,105,000  | \$ -         | \$ 2,919,642  | \$ -         | \$ -         | \$ 4,524,642           | \$ -           | \$ 4,524,642   | \$ -                | Fully Funds to Estimate   |
| Henrico              |                | W Broad Street Improvements - Short Pump  | Highway      | VDOT  | \$ 20,216,405  | \$ -           | \$ -         | \$ 660,000    | \$ 660,000   | \$ 660,000    | \$ 1,250,000 | \$ -         | \$ 3,230,000           | \$ -           | \$ 3,230,000   | \$ 16,986,405       | Smart Scale Round 5 pre-application   |
| Chesterfield         |                | I-95/Route 10 Interchange Improvement, Phase II   | Highway      | Local | \$ 21,176,611  | \$ -           | \$ 2,000,000 | \$ 1,176,611  | \$ 9,000,000 | \$ 4,909,671  | \$ -         | \$ -         | \$ 17,086,282          | \$ -           | \$ 17,086,282  | \$ 4,090,329        | Smart Scale Round 5 pre-application   |
| Henrico              |                | Magellan Parkway Bridge and Approach Section  | Highway      | Local | \$ 18,572,000  | \$ -           | \$ 2,010,000 | \$ 12,000,000 | \$ 4,562,000 | \$ -          | \$ -         | \$ -         | \$ 18,572,000          | \$ -           | \$ 18,572,000  | \$ -                | Fully Funds to Estimate   |

| Sponsor      | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous | 2023          | 2024          | 2025          | 2026          | 2027          | 2028          | FY23 - FY28 CVTA Funds | Non-CVTA Funds | Total Funding | Balance to Complete | Notes   |
|--------------|----------------|---|--------------|-------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------------|----------------|---------------|---------------------|---|
| Richmond     |                | G Broad Street Streetscape (US250) with Pulse Expansion Phase III | Highway      | Local | \$ 14,709,000  | \$ -          | \$ 2,024,000  | \$ -          | \$ 2,175,000  | \$ 4,601,000  | \$ -          | \$ -          | \$ 8,800,000           | \$ -           | \$ 8,800,000  | \$ 5,909,000        | Smart Scale Round 5 pre-application   |
| Henrico      |                | Brook Road Improvements - Villa Park Dr to Hilliard Rd            | Highway      | Local | \$ 10,416,000  | \$ -          | \$ 1,305,000  | \$ 1,799,000  | \$ 5,724,000  | \$ 1,588,000  | \$ -          | \$ -          | \$ 10,416,000          | \$ -           | \$ 10,416,000 | \$ -                | Fully Funds to Estimate   |
| Chesterfield | 112974         | Woolridge Road (Route 288 - Old Hundred Road) Extension           | Highway      | Local | \$ 54,252,500  | \$ -          | \$ 28,125,688 | \$ 9,452,478  | \$ -          | \$ -          | \$ -          | \$ -          | \$ 37,578,166          | \$ 16,674,334  | \$ 54,252,500 | \$ -                | Fully Funds to Estimate; other funds are revenue share and local                        |
| Henrico      |                | Staples Mill Road Improvements                                    | Highway      | VDOT  | \$ 21,987,030  | \$ -          | \$ 890,000    | \$ 1,780,000  | \$ -          | \$ 3,000,000  | \$ -          | \$ -          | \$ 5,670,000           | \$ -           | \$ 5,670,000  | \$ 16,317,030       | Smart Scale Round 5 pre-application   |
| Goochland    |                | Rte 288 - New SB Auxiliary Lane South of U.S. 250                 | Highway      | VDOT  | \$ 16,814,989  | \$ -          | \$ -          | \$ -          | \$ 1,945,800  | \$ -          | \$ 1,703,850  | \$ 13,165,339 | \$ 16,814,989          | \$ -           | \$ 16,814,989 | \$ -                | Fully Funds to Estimate   |
| Henrico      |                | Woodman Road Improvements - Mountain Rd to Hungary Rd             | Highway      | Local | \$ 62,569,308  | \$ -          | \$ -          | \$ 11,547,785 | \$ 7,247,785  | \$ -          | \$ 4,902,560  | \$ 4,149,870  | \$ 27,848,000          | \$ 4,400,000   | \$ 32,248,000 | \$ 30,321,308       | Other funds are local; pending revenue sharing app; sponsor to develop plan for balance |
| Goochland    |                | SB 288 Continuous HSR Lane - West Creek Parkway to Route 711      | Highway      | VDOT  | \$ 37,878,512  | \$ -          | \$ -          | \$ -          | \$ -          | \$ 3,630,686  | \$ 3,676,270  | \$ 21,992,490 | \$ 29,299,446          | \$ -           | \$ 29,299,446 | \$ 8,579,066        | Balance in FY29; Smart Scale Round 5 pre-app  |
| Chesterfield |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening                | Highway      | Local | \$ 29,730,000  | \$ -          | \$ 2,000,000  | \$ 5,100,000  | \$ 9,484,892  | \$ 3,415,108  | \$ -          | \$ -          | \$ 20,000,000          | \$ -           | \$ 20,000,000 | \$ 9,730,000        | Smart Scale Round 5 pre-application   |
| Ashland      |                | Vaughan Road Overpass   | Highway      | VDOT  | \$ 24,267,943  | \$ -          | \$ 1,784,250  | \$ 4,164,693  | \$ -          | \$ 3,371,560  | \$ 12,679,497 | \$ 2,000,000  | \$ 24,000,000          | \$ 50,000      | \$ 24,050,000 | \$ 217,943          | Request fully funded; Other funds are local; Smart Scale Round 5 pre-app                |
| Richmond     |                | B Forest Hill Avenue Phase II                                     | Highway      | Local | \$ 31,710,827  | \$ -          | \$ -          | \$ 2,708,209  | \$ -          | \$ 2,128,705  | \$ 6,840,834  | \$ 2,968,073  | \$ 14,645,821          | \$ -           | \$ 14,645,821 | \$ 17,065,006       | Smart Scale Round 5 pre-application   |
| New Kent     |                | I-64 Widening   | Highway      | VDOT  | \$ 396,887,519 | \$ -          | \$ -          | \$ -          | \$ 8,000,000  | \$ 831,119    | \$ 14,168,881 | \$ -          | \$ 23,000,000          | \$ -           | \$ 23,000,000 | \$ 373,887,519      | Smart Scale Round 5 pre-application; Partial Funding for Smart Scale Leveraging         |
| Regionwide   |                | CVTA Regional Reserve Fund  | N/A          | N/A   | \$ -           | \$ -          | \$ 6,751,500  | \$ 10,368,750 | \$ 14,098,000 | \$ 17,745,000 | \$ 21,472,500 | \$ 25,296,250 | \$ 95,732,000          |                |               |                     |   |

|                        |                |               |               |               |               |               |               |                |
|------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>Projected</b>       | \$ 111,121,311 | \$ 67,515,000 | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 71,575,000 | \$ 72,275,000 | \$ 421,960,000 |
| <b>Reserve Target</b>  | \$ -           | 10%           | 15%           | 20%           | 25%           | 30%           | 35%           | 22.7%          |
| <b>Reserved Funds</b>  | \$ -           | \$ 6,751,500  | \$ 10,368,750 | \$ 14,098,000 | \$ 17,745,000 | \$ 21,472,500 | \$ 25,296,250 | \$ 95,732,000  |
| <b>Allocated Funds</b> | \$ 111,121,311 | \$ 60,763,500 | \$ 58,756,250 | \$ 56,392,000 | \$ 53,235,000 | \$ 50,102,500 | \$ 46,978,750 | \$ 326,228,000 |

**Estimate of Available Funds for Next Round**  
\$ 62,873,000

| Sponsor              | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous  | 2023         | 2024         | 2025         | 2026         | FY23 - FY26 CVTA Funds | Non-CVTA Funds | Total Funding  | Balance to Complete | Notes   |
|----------------------|----------------|---|--------------|-------|----------------|----------------|--------------|--------------|--------------|--------------|------------------------|----------------|----------------|---------------------|---|
| Regionwide           |                | Fall Line Trail   | Bike/Ped     |       | \$ 300,000,000 | \$ 104,447,716 | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 72,606,589  | \$ 177,054,305 | \$ 122,945,695      |   |
|                      |                | Package 1 - Chesterfield, Petersburg, Colonial Heights (Design-Build or Design-Bid-Build) |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Package 2 - Ashland, Hanover, Henrico (Design-Build or Design-Bid-Build)                  |              | VDOT  | \$ -           | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
|                      |                | Richmond - Operational Analysis and 30% Design  |              | Local | \$ -           | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds   |
| Richmond             |                | H Commerce Road - FLT Phase II  | Bike/Ped     | Local | \$ 46,407,300  | \$ 8,000,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 8,000,000   | \$ 38,407,300       | Smart Scale Round 5 pre-application; FLT dedicated funds  |
| Richmond             | 118946         | C Commerce Road - FLT Phase I   | Bike/Ped     | Local | \$ 12,441,459  | \$ 3,000,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 9,441,459   | \$ 12,441,459  | \$ -                | CVTA Funds replace local match for Smart Scale/FLT project; FLT dedicated funds   |
| Charles City         |                | Capital Trail Crossings   | Bike/Ped     | VDOT  | \$ 234,000     | \$ 234,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 234,000     | \$ -                | Funding in Round 1 for PE; schedule advanced to match project start in FY23; Fully Funds to Estimate; Smart Scale Round 5 pre-app |
| Goochland            |                | I-64 at Ashland Rd (Rte 623) Interchange - DDI  | Highway      | VDOT  | \$ 16,884,840  | \$ 2,406,558   | \$ -         | \$ -         | \$ 4,605,500 | \$ 9,872,782 | \$ 14,478,282          | \$ -           | \$ 16,884,840  | \$ (606,000)        |   |
| Goochland            |                | I-64 at Oilville Rd (Rte 617) Interchange   | Highway      | VDOT  | \$ -           | \$ 606,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 606,000     | \$ -                |   |
| New Kent             | 120444         | Bottoms Bridge Park and Ride  | Multimodal   | VDOT  | \$ 3,300,000   | \$ 200,000     | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 3,100,000   | \$ 3,300,000   | \$ (1,800,000)      |   |
| Powhatan             |                | Stavemill Rd Turn Lane  | Highway      | VDOT  | \$ -           | \$ 1,800,000   | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ 1,800,000   | \$ 15,458,611       | Smart Scale Round 5 pre-application; includes previously unallocated FY21 - FY22 funds  |
| Powhatan / Goochland |                | Rte 288 NB Hard Shoulder Running  | Highway      | VDOT  | \$ 23,458,611  | \$ 1,427,037   | \$ 6,572,963 | \$ -         | \$ -         | \$ -         | \$ 6,572,963           | \$ -           | \$ 8,000,000   | \$ -                |   |
| Henrico              |                | GreenCity Connector Trail and Bridge  | Bike/Ped     | Local | \$ 9,978,000   | \$ -           | \$ 1,655,000 | \$ 1,960,000 | \$ 3,181,500 | \$ 3,181,500 | \$ 9,978,000           | \$ -           | \$ 9,978,000   | \$ -                |   |
| Richmond             |                | F Manchester Connection to James River  | Bike/Ped     | Local | \$ 6,344,831   | \$ -           | \$ 564,900   | \$ 1,034,997 | \$ -         | \$ 4,744,934 | \$ 6,344,831           | \$ -           | \$ 6,344,831   | \$ -                |   |
| Richmond             | 104888         | D Mayo Bridge (South) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 45,011,837  | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 13,800,679  | \$ 13,800,679  | \$ 31,211,158       | Other funds include STBG, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Richmond             | 104888         | E Mayo Bridge (North) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 34,971,587  | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 34,971,587       | Other funds include STBG, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance        |
| Chesterfield         |                | I-95/Route 10 Interchange Improvement, Phase II - PE Only                                 | PE Only      | Local | \$ 2,656,630   | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                |                |                     | Full Project Funded (see highway projects)  |
| Hanover              |                | POV Richmond Marine Terminal Access Improvements at I-95/Bells Road                       | PE Only      | VDOT  | \$ 2,000,000   | \$ -           | \$ -         | \$ 2,000,000 | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Chesterfield         |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY                              | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ 1,435,100 | \$ 564,900   | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Chesterfield         |                | RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY                                    | PE Only      | Local | \$ 3,696,750   | \$ -           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 3,696,750        |   |
| Henrico              |                | N. Gayton Road Interchange at I-64  | PE Only      | Local | \$ 4,985,000   | \$ -           | \$ 4,985,000 | \$ -         | \$ -         | \$ -         | \$ 4,985,000           | \$ -           | \$ 4,985,000   | \$ -                |   |
| Chesterfield         |                | Chippenham Parkway/RT 60 Interchange Improvements   | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ 2,000,000 | \$ -         | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |   |
| Hanover              |                | Rt. 301 3rd Southbound Lane   | Highway      | Local | \$ 1,229,858   | \$ -           | \$ 414,929   | \$ 414,929   | \$ -         | \$ -         | \$ 829,858             | \$ 400,000     | \$ 1,229,858   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |
| Henrico              |                | W Broad Street Intersection Improvements at Parham Road                                   | Highway      | VDOT  | \$ 11,822,985  | \$ -           | \$ -         | \$ 1,110,000 | \$ -         | \$ 1,501,000 | \$ 2,611,000           | \$ -           | \$ 2,611,000   | \$ 9,211,985        | Smart Scale Round 5 pre-application; Fully Funds Request  |
| Hanover              |                | Rt. 1/Rt. 30 Green-T  | Highway      | Local | \$ 5,554,119   | \$ -           | \$ -         | \$ 1,514,091 | \$ -         | \$ 3,440,028 | \$ 4,954,119           | \$ 600,000     | \$ 5,554,119   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate   |



| Sponsor      | Related UPC(s) | Title   | Project Type | Admin | Total Est      | CVTA Previous | 2023          | 2024          | 2025          | 2026          | FY23 - FY26 CVTA Funds | Non-CVTA Funds | Total Funding | Balance to Complete | Notes  |
|--------------|----------------|---|--------------|-------|----------------|---------------|---------------|---------------|---------------|---------------|------------------------|----------------|---------------|---------------------|--|
| Richmond     |                | A Hull Street Phase II (US360)                                    | Highway      | Local | \$ 12,583,702  | \$ -          | \$ 693,000    | \$ -          | \$ 1,468,743  | \$ 4,130,108  | \$ 6,291,851           | \$ -           | \$ 6,291,851  | \$ 6,291,851        | Smart Scale Round 5 pre-application; Funding frontloaded to provide full request for SS leverage |
| Hanover      |                | Rt. 301/Rt. 54 Roundabout   | Highway      | Local | \$ 4,524,642   | \$ -          | \$ 700,000    | \$ -          | \$ 905,000    | \$ 2,919,642  | \$ 4,524,642           | \$ -           | \$ 4,524,642  | \$ -                | Fully Funds to Estimate  |
| Henrico      |                | W Broad Street Improvements - Short Pump                          | Highway      | VDOT  | \$ 20,216,405  | \$ -          | \$ -          | \$ 1,980,000  | \$ -          | \$ 1,250,000  | \$ 3,230,000           | \$ -           | \$ 3,230,000  | \$ 16,986,405       | Smart Scale Round 5 pre-application; Funding frontloaded to provide full request for SS leverage |
| Chesterfield |                | I-95/Route 10 Interchange Improvement, Phase II                   | Highway      | Local | \$ 21,176,611  | \$ -          | \$ 2,000,000  | \$ 1,176,611  | \$ 12,263,000 | \$ 1,646,671  | \$ 17,086,282          | \$ -           | \$ 17,086,282 | \$ 4,090,329        | Smart Scale Round 5 pre-application; Fully Funds Request   |
| Henrico      |                | Magellan Parkway Bridge and Approach Section                      | Highway      | Local | \$ 18,572,000  | \$ -          | \$ 3,405,286  | \$ 10,165,083 | \$ 5,001,631  | \$ -          | \$ 18,572,000          | \$ -           | \$ 18,572,000 | \$ -                | Fully Funds to Estimate  |
| Richmond     |                | G Broad Street Streetscape (US250) with Pulse Expansion Phase III | Highway      | Local | \$ 14,709,000  | \$ -          | \$ 2,024,000  | \$ -          | \$ 2,175,000  | \$ 4,601,000  | \$ 8,800,000           | \$ -           | \$ 8,800,000  | \$ 5,909,000        | Smart Scale Round 5 pre-application  |
| Henrico      |                | Brook Road Improvements - Villa Park Dr to Hilliard Rd            | Highway      | Local | \$ 10,416,000  | \$ -          | \$ 1,305,000  | \$ 1,799,000  | \$ 3,656,000  | \$ 3,656,000  | \$ 10,416,000          | \$ -           | \$ 10,416,000 | \$ -                | Fully Funds to Estimate  |
| Chesterfield | 112974         | Woolridge Road (Route 288 - Old Hundred Road) Extension           | Highway      | Local | \$ 54,252,500  | \$ -          | \$ 22,344,522 | \$ 15,233,644 | \$ -          | \$ -          | \$ 37,578,166          | \$ 16,674,334  | \$ 54,252,500 | \$ -                | Fully Funds to Estimate; other funds are revenue share and local                                 |
| Henrico      |                | Staples Mill Road Improvements                                    | Highway      | VDOT  | \$ 21,987,030  | \$ -          | \$ 2,670,000  | \$ -          | \$ -          | \$ 3,000,000  | \$ 5,670,000           | \$ -           | \$ 5,670,000  | \$ 16,317,030       | Smart Scale Round 5 pre-application; Fully Funds request   |
| Goochland    |                | Rte 288 - New SB Auxiliary Lane South of U.S. 250                 | Highway      | VDOT  | \$ 16,814,989  | \$ -          | \$ 1,945,800  | \$ 1,703,850  | \$ 4,288,040  | \$ 2,262,066  | \$ 10,199,756          | \$ -           | \$ 10,199,756 | \$ 6,615,233        | Balance in FY27; Funding advanced to match expedited schedule                                    |
| Henrico      |                | Woodman Road Improvements - Mountain Rd to Hungary Rd             | Highway      | Local | \$ 62,569,308  | \$ -          | \$ -          | \$ 12,387,145 | \$ 13,471,586 | \$ 1,989,269  | \$ 27,848,000          | \$ 4,400,000   | \$ 32,248,000 | \$ 30,321,308       | Other funds are local; pending revenue sharing app; sponsor to develop plan for balance          |
| Goochland    |                | SB 288 Continuous HSR Lane - West Creek Parkway to Route 711      | Highway      | VDOT  | \$ 37,878,512  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ -           | \$ -          | \$ 37,878,512       |  |
| Chesterfield |                | Route 360 (Woodlake Pkwy to Otterdale Rd) Widening                | Highway      | Local | \$ 29,730,000  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ -           | \$ -          | \$ 29,730,000       | PE Only Funded (see above)   |
| Ashland      |                | Vaughan Road Overpass   | Highway      | VDOT  | \$ 24,267,943  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ 50,000      | \$ 50,000     | \$ 24,217,943       |  |
| Richmond     |                | B Forest Hill Avenue Phase II                                     | Highway      | Local | \$ 31,710,827  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ -                   | \$ -           | \$ -          | \$ 31,710,827       |  |
| New Kent     |                | I-64 Widening   | Highway      | VDOT  | \$ 396,887,519 | \$ -          | \$ 96,000,000 | \$ -          | \$ -          | \$ -          | \$ 96,000,000          | \$ -           | \$ 96,000,000 | \$ 300,887,519      | Bond Funded; Smart Scale Leverage  |
| Regionwide   |                | Debt Service  | N/A          | N/A   | \$ 134,400,000 | \$ -          | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 26,880,000          | \$ -           | \$ 26,880,000 | \$ 107,520,000      |  |
| Regionwide   |                | CVTA Regional Reserve Fund  | N/A          | N/A   | \$ -           | \$ -          | \$ 6,079,500  | \$ 9,360,750  | \$ 12,754,000 | \$ 16,065,000 | \$ 44,259,250          | \$ -           | \$ 44,259,250 | \$ -                |  |

|                        |                |                |               |               |               |                |
|------------------------|----------------|----------------|---------------|---------------|---------------|----------------|
| <b>Projected</b>       | \$ 111,121,311 | \$ 67,515,000  | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 278,110,000 |
| <b>Debt Service</b>    | \$ -           | \$ 6,720,000   | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 26,880,000  |
| <b>Remaining</b>       | \$ -           | \$ 60,795,000  | \$ 62,405,000 | \$ 63,770,000 | \$ 64,260,000 | \$ 251,230,000 |
| <b>Reserve Target</b>  | \$ -           | 10%            | 15%           | 20%           | 25%           | 17.6%          |
| <b>Reserved Funds</b>  | \$ -           | \$ 6,079,500   | \$ 9,360,750  | \$ 12,754,000 | \$ 16,065,000 | \$ 44,259,250  |
| <b>Allocated Funds</b> | \$ 122,121,311 | \$ 157,435,500 | \$ 59,764,250 | \$ 57,736,000 | \$ 54,915,000 | \$ 329,850,750 |

**Estimate of Available Funds for Next Round**  
\$ 57,627,000

| Title   | Project Type | Admin | Total Est      | CVTA Previous  | 2023          | 2024          | 2025         | 2026         | 2027         | 2028         | FY23 - FY28 CVTA Funds | Non-CVTA Funds | Total Funding  | Balance to Complete | Notes  |
|---|--------------|-------|----------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|------------------------|----------------|----------------|---------------------|--|
| Fall Line Trail   | Bike/Ped     |       | \$ 300,000,000 | \$ 104,447,716 | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 72,606,589  | \$ 177,054,305 | \$ 122,945,695      |  |
| Package 1 - Chesterfield, Petersburg, Colonial Heights (Design-Build or Design-Bid-Build) |              | VDOT  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds  |
| Package 2 - Ashland, Hanover, Henrico (Design-Build or Design-Bid-Build)                  |              | VDOT  | \$ -           | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ -                | FLT Dedicated Funds  |
| Richmond - Operational Analysis and 30% Design  |              | Local | \$ -           | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                | \$ -           | \$ -                | FLT Dedicated Funds  |
| C Commerce Road - FLT Phase I   | Bike/Ped     | Local | \$ 12,441,459  | \$ 3,000,000   | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 9,441,459   | \$ 12,441,459  | \$ -                | CVTA Funds replace local match for Smart Scale/FLT project; Use FLT dedicated funds  |
| H Commerce Road - FLT Phase II  | Bike/Ped     | Local | \$ 46,407,300  | \$ 8,000,000   | \$ -          | \$ -          | \$ 8,000,000 | \$ -         | \$ -         | \$ -         | \$ 8,000,000           | \$ 0           | \$ 8,000,000   | \$ 38,407,300       | Smart Scale Round 5 pre-application; Use FLT dedicated funds   |
| Capital Trail Crossings   | Bike/Ped     | VDOT  | \$ 234,000     | \$ 234,000     | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                | \$ 234,000     | \$ -                |  |
| I-64 at Oilville Rd (Rte 617) Interchange   | Highway      | VDOT  | \$ 5,128,000   | \$ 606,000     | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                | \$ 606,000     | \$ 4,522,000        |  |
| Bottoms Bridge Park and Ride  | Multimodal   | VDOT  | \$ 3,300,000   | \$ 200,000     | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                | \$ 200,000     | \$ 3,100,000        |  |
| Stavemill Rd Turn Lane  | Highway      | VDOT  | \$ 1,800,000   | \$ 1,800,000   | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                | \$ 1,800,000   | \$ -                |  |
| I-64 at Ashland Rd (Rte 623) Interchange - DDI  | Highway      | VDOT  | \$ 16,884,840  | \$ 2,406,558   | \$ -          | \$ -          | \$ -         | \$ -         | \$ 9,915,961 | \$ 4,562,321 | \$ 14,478,282          |                | \$ 16,884,840  | \$ -                | Funding in Round 1 for PE; Fully Funds to Estimate; Smart Scale Round 5 pre-app  |
| Rte 288 NB Hard Shouder Running   | Highway      | VDOT  | \$ 23,458,611  | \$ 1,427,037   | \$ 6,572,963  | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ 6,572,963           | \$ -           | \$ 8,000,000   | \$ 15,458,611       | Smart Scale Round 5 pre-application; includes previously unallocated FY21 - FY22 funds                                     |
| I-64 Widening   | Highway      | VDOT  | \$ 396,887,519 | \$ -           | \$ 96,000,000 | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ 96,000,000          | \$ -           | \$ 96,000,000  | \$ 300,887,519      | Section 1 is Smart Scale Round 5 pre-application   |
| D Mayo Bridge (South) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 45,011,837  | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ 13,800,679  | \$ 13,800,679  | \$ 31,211,158       | Other funds include STBC, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance |
| E Mayo Bridge (North) Replacement US 360 Crossing James River                             | Bridge       | Local | \$ 34,971,587  | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   | \$ -           | \$ -           | \$ 34,971,587       | Other funds include STBC, SGR, and Congressionally directed funding; VDOT and City of Richmond working on plan for balance |
| GreenCity Connector Trail and Bridge  | Bike/Ped     | Local | \$ 9,978,000   | \$ -           | \$ 1,655,000  | \$ 1,960,000  | \$ 4,448,961 | \$ 1,914,039 | \$ -         | \$ -         | \$ 9,978,000           | \$ -           | \$ 9,978,000   | \$ -                |  |
| F Manchester Connection to James River  | Bike/Ped     | Local | \$ 6,344,831   | \$ -           | \$ -          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -                   |                |                |                     |  |
| I-95/Route 10 Interchange Improvement, Phase II - PE Only                                 | PE Only      | Local | \$ 2,656,630   |                |               |               |              |              |              |              |                        |                |                |                     | Full request funded (see highway projects)   |
| POV Richmond Marine Terminal Access Improvements at I-95/Bells Road                       | PE Only      | VDOT  | \$ 2,000,000   | \$ -           | \$ -          | \$ 1,000,000  | \$ 1,000,000 | \$ -         | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |  |
| Route 360 (Woodlake Pkwy to Otterdale Rd) Widening - PE ONLY                              | PE Only      | Local | \$ 2,000,000   |                |               |               |              |              |              |              |                        |                |                |                     | Full request funded (see highway projects)   |
| RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY                                    | PE Only      | Local | \$ 3,696,750   | \$ -           | \$ 3,696,750  | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ 3,696,750           | \$ -           | \$ 3,696,750   | \$ -                |  |
| N. Gayton Road Interchange at I-64  | PE Only      | Local | \$ 4,985,000   | \$ -           | \$ 4,985,000  | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         | \$ 4,985,000           | \$ -           | \$ 4,985,000   | \$ -                |  |
| Chippenham Parkway/RT 60 Interchange Improvements   | PE Only      | Local | \$ 2,000,000   | \$ -           | \$ 1,137,385  | \$ 862,615    | \$ -         | \$ -         | \$ -         | \$ -         | \$ 2,000,000           | \$ -           | \$ 2,000,000   | \$ -                |  |
| Rt. 301 3rd Southbound Lane   | Highway      | Local | \$ 1,229,858   | \$ -           | \$ 414,929    | \$ 414,929    | \$ -         | \$ -         | \$ -         | \$ -         | \$ 829,858             | \$ 400,000     | \$ 1,229,858   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate  |
| W Broad Street Intersection Improvements at Parham Road                                   | Highway      | VDOT  | \$ 11,822,985  | \$ -           | \$ -          | \$ 1,110,000  | \$ -         | \$ -         | \$ 1,501,000 | \$ -         | \$ 2,611,000           | \$ -           | \$ 2,611,000   | \$ 9,211,985        | Smart Scale Round 5 pre-application  |
| Rt. 1/Rt. 30 Green-T  | Highway      | Local | \$ 5,554,119   | \$ -           | \$ -          | \$ 1,514,091  | \$ -         | \$ 3,440,028 | \$ -         | \$ -         | \$ 4,954,119           | \$ 600,000     | \$ 5,554,119   | \$ -                | Other funds are local dollars for PE; Fully Funds to Estimate  |
| A Hull Street Phase II (US360)  | Highway      | Local | \$ 12,583,702  | \$ -           | \$ 235,020    | \$ 263,454    | \$ 194,526   | \$ 1,468,743 | \$ 4,130,108 | \$ -         | \$ 6,291,851           | \$ -           | \$ 6,291,851   | \$ 6,291,851        | Smart Scale Round 5 pre-application  |
| Rt. 301/Rt. 54 Roundabout   | Highway      | Local | \$ 4,524,642   | \$ -           | \$ 500,000    | \$ 1,105,000  | \$ -         | \$ 2,919,642 | \$ -         | \$ -         | \$ 4,524,642           | \$ -           | \$ 4,524,642   | \$ -                | Fully Funds to Estimate  |
| W Broad Street Improvements - Short Pump  | Highway      | VDOT  | \$ 20,216,405  | \$ -           | \$ -          | \$ 660,000    | \$ 660,000   | \$ 660,000   | \$ 1,250,000 | \$ -         | \$ 3,230,000           | \$ -           | \$ 3,230,000   | \$ 16,986,405       | Smart Scale Round 5 pre-application  |
| I-95/Route 10 Interchange Improvement, Phase II   | Highway      | Local | \$ 21,176,611  | \$ -           | \$ 2,000,000  | \$ 1,176,611  | \$ 4,872,515 | \$ 7,405,156 | \$ 2,125,000 | \$ -         | \$ 17,086,282          | \$ -           | \$ 17,086,282  | \$ 4,090,329        | Smart Scale Round 5 pre-application  |
| Magellan Parkway Bridge and Approach Section  | Highway      | Local | \$ 18,572,000  | \$ -           | \$ 2,010,000  | \$ 10,728,857 | \$ 5,833,143 | \$ -         | \$ -         | \$ -         | \$ 18,572,000          | \$ -           | \$ 18,572,000  | \$ -                | Fully Funds to Estimate  |

| Title  | Project Type | Admin | Total Est      | CVTA Previous | 2023          | 2024          | 2025          | 2026          | 2027          | 2028          | FY23 - FY28 CVTA Funds | Non-CVTA Funds | Total Funding | Balance to Complete | Notes   |  |
|--|--------------|-------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------------|----------------|---------------|---------------------|---|--|
| G Broad Street Streetscape (US250) with Pulse Expansion Ph | Highway      | Local | \$ 14,709,000  | \$ -          | \$ 2,024,000  | \$ -          | \$ 2,175,000  | \$ 4,601,000  | \$ -          | \$ -          | \$ 8,800,000           | \$ -           | \$ 8,800,000  | \$ 5,909,000        | Smart Scale Round 5 pre-application   |  |
| Brook Road Improvements - Villa Park Dr to Hilliard Rd     | Highway      | Local | \$ 10,416,000  | \$ -          | \$ 1,305,000  | \$ 1,799,000  | \$ 5,724,000  | \$ 1,588,000  | \$ -          | \$ -          | \$ 10,416,000          | \$ -           | \$ 10,416,000 | \$ -                | Fully Funds to Estimate   |  |
| Woolridge Road (Route 288 - Old Hundred Road) Extension    | Highway      | Local | \$ 54,252,500  | \$ -          | \$ 23,505,203 | \$ 14,072,963 | \$ -          | \$ -          | \$ -          | \$ -          | \$ 37,578,166          | \$ 16,674,334  | \$ 54,252,500 | \$ -                | Fully Funds to Estimate; other funds are revenue share and local                        |  |
| Staples Mill Road Improvements                             | Highway      | VDOT  | \$ 21,987,030  | \$ -          | \$ 890,000    | \$ 1,780,000  | \$ -          | \$ 3,000,000  | \$ -          | \$ -          | \$ 5,670,000           | \$ -           | \$ 5,670,000  | \$ 16,317,030       | Smart Scale Round 5 pre-application   |  |
| Rte 288 - New SB Auxiliary Lane South of U.S. 250          | Highway      | VDOT  | \$ 16,814,989  | \$ -          | \$ -          | \$ -          | \$ 1,945,800  | \$ -          | \$ 1,703,850  | \$ 13,165,339 | \$ 16,814,989          | \$ -           | \$ 16,814,989 | \$ -                | Fully Funds to Estimate   |  |
| Woodman Road Improvements - Mountain Rd to Hungary R       | Highway      | Local | \$ 62,569,308  | \$ -          | \$ -          | \$ 7,457,037  | \$ 11,338,533 | \$ -          | \$ 6,927,430  | \$ 2,125,000  | \$ 27,848,000          | \$ 4,400,000   | \$ 32,248,000 | \$ 30,321,308       | Other funds are local; pending revenue sharing app; sponsor to develop plan for balance |  |
| SB 288 Continuous HSR Lane - West Creek Parkway to Rout    | Highway      | VDOT  | \$ 37,878,512  | \$ -          | \$ -          | \$ -          | \$ -          | \$ 3,630,686  | \$ 3,676,270  | \$ 12,089,321 | \$ 19,396,277          | \$ -           | \$ 19,396,277 | \$ 18,482,235       | Balance in FY29; Smart Scale Round 5 pre-app  |  |
| Route 360 (Woodlake Pkwy to Otterdale Rd) Widening         | Highway      | Local | \$ 29,730,000  | \$ -          | \$ 2,000,000  | \$ 5,100,000  | \$ 3,191,522  | \$ 9,708,478  | \$ -          | \$ -          | \$ 20,000,000          | \$ -           | \$ 20,000,000 | \$ 9,730,000        | Smart Scale Round 5 pre-application   |  |
| Vaughan Road Overpass                                      | Highway      | VDOT  | \$ 24,267,943  | \$ -          | \$ 1,784,250  | \$ 2,039,693  | \$ 2,125,000  | \$ 7,859,228  | \$ 10,191,829 | \$ -          | \$ 24,000,000          | \$ 50,000      | \$ 24,050,000 | \$ 217,943          | Request fully funded; Other funds are local; Smart Scale Round 5 pre-app                |  |
| B Forest Hill Avenue Phase II                              | Highway      | Local | \$ 31,710,827  | \$ -          | \$ -          | \$ -          | \$ -          | \$ -          | \$ 3,977,052  | \$ 10,668,769 | \$ 14,645,821          | \$ -           | \$ 14,645,821 | \$ 17,065,006       | Full Funds Request; Smart Scale Round 5 pre-app   |  |
| Debt Service   | N/A          | N/A   | \$ 134,400,000 |               | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 40,320,000          | \$ -           | \$ 40,320,000 | \$ 94,080,000       |   |  |
| CVTA Regional Reserve Fund                                 | N/A          | N/A   |                | \$ -          | \$ 6,079,500  | \$ 9,360,750  | \$ 12,754,000 | \$ 16,065,000 | \$ 19,456,500 | \$ 22,944,250 | \$ 86,660,000          |                |               |                     |   |  |

|                        |                |                |               |               |               |               |               |                |
|------------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>Projected</b>       | \$ 111,121,311 | \$ 67,515,000  | \$ 69,125,000 | \$ 70,490,000 | \$ 70,980,000 | \$ 71,575,000 | \$ 72,275,000 | \$ 421,960,000 |
| <b>Debt Service</b>    | \$ -           | \$ 6,720,000   | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 6,720,000  | \$ 40,320,000  |
| <b>Remaining</b>       | \$ -           | \$ 60,795,000  | \$ 62,405,000 | \$ 63,770,000 | \$ 64,260,000 | \$ 64,855,000 | \$ 65,555,000 | \$ 477,640,000 |
| <b>Reserve Target</b>  | \$ -           | 10%            | 15%           | 20%           | 25%           | 30%           | 35%           | 18.1%          |
| <b>Reserved Funds</b>  | \$ -           | \$ 6,079,500   | \$ 9,360,750  | \$ 12,754,000 | \$ 16,065,000 | \$ 19,456,500 | \$ 22,944,250 | \$ 86,660,000  |
| <b>Allocated Funds</b> | \$ 111,121,311 | \$ 157,435,500 | \$ 59,764,250 | \$ 57,736,000 | \$ 54,915,000 | \$ 52,118,500 | \$ 49,330,750 | \$ 431,300,000 |

**Estimate of Available Funds for Next Round**  
\$ 46,250,000