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Victor Carpenter
County Administrator

www.goochlandva.us

September 9, 2022

Re: Goochland County Funding Request

CVTA TAC Members:

This letter provides background for Goochland's request to reprogram previously awarded CVTA Regional Funds. I hope this will answer some questions, but also prevent any misinformation.

Requested Actions:

1. Goochland County is requesting to reprogram \$16,814,989 in FY23-FY26 CVTA Regional Funds from 'Rte 288 - New SB Auxiliary Lane South of U.S. 250' to 'I-64 at Ashland Rd (Rte 623) Interchange – DDI.'
2. It is also requested that the 'Rte 288 - New SB Auxiliary Lane South of U.S. 250' remain eligible for funds through future applications for CVTA regional funding.

The \$16,884,840 currently allocated to the Ashland Road Divergent Diamond Interchange (DDI) is for a two lane DDI design. The two lane DDI is no longer projected to accommodate projected traffic and a four lane DDI is now warranted.

Background:

1. Smart Scale Round 3: Goochland submitted a four lane DDI project for review. This project did not receive funding.
2. Smart Scale Round 4: VDOT performed value engineering to help the project score higher. Recommendations were made by VDOT to revise the project to a 2 lane DDI design. This would be the intermediate solution until the four lane DDI would be built. This project did not receive funding.
3. Smart Scale Round 5: Pre-Application submitted for two lane DDI design. Application screened in.
4. April 2022: CVTA Policy Board approved the regional funding scenario. The two lane DDI and the Auxiliary Lane scored 9th and 15th out of 21 highway projects, respectively. Both received funds.
5. June 1, 2022, Goochland staff received an application for rezoning for Project Rocky. This is a 650,000 sqft e-commerce facility with approximately 1,300 employees.
6. July 2022: Through Project Rocky, it has been determined, and confirmed by VDOT, that the two lane DDI is no longer a viable project. Project Rocky showed flaws in the original analysis that recommended a two lane DDI.

7. July 2022: VDOT recommended the reprogramming of CVTA funds from Rt 288 to the DDI project to Goochland staff. This recommendation was made with the understanding that bringing the additional funds to Smart Scale would position the four lane DDI very competitively.
8. July/August 2022: Goochland worked with VDOT to pull together a final Smart Scale application for this revised project. RRTPO TAC recommended endorsement of the new Smart Scale application.
9. August 2, 2022: Goochland Board of Supervisors approved the rezoning for Project Rocky. This is upwards of a \$500 million investment in Goochland and the region.

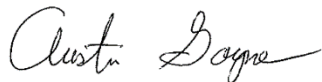
CVTA Impacts:

As the CVTA processes develop, we recognize this request may not perfectly align with the broad language of the legislation, we feel like this request is consistent with the past actions of the TAC and the Policy Board. Both the Route 288 NB Hard Shoulder Running Lane and the Fall Line Trail were approved by both the TAC and Policy Board knowing that the CVTA Guidelines are a flexible, living document open to changes after each regional funding allocation.

1. Route 288 NB Hard Shoulder Running Lane Project
 - a. TAC and the Policy Board approved an \$8 million allocation in the regional funding scenario
 - b. Direct conflict with the guidelines due to not meeting submittal timelines
 - c. Approved on the understanding that the Innovation Funding from the state became available well after the application deadline
2. Fall Line Trail
 - a. TAC and Policy Board approved funding without going through the prioritization and scoring process
 - b. This is direct conflict with the guidelines

If you have any questions prior to the September TAC meeting, feel free to contact me at 804-556-5850 or agoyne@goochlandva.us.

Respectfully,



Austin Goyne
Transportation Manager

CVTA Technical Advisory Committee Summary (9/12/2022)

Austin Goynes (Goochland) communicated the request to reprogram \$16,814,989 from the Rt 288 SB Aux Lane to the I-64 at Ashland Rd DDI Interchange. The Rt. 288 project is requested to remain open so that future funding can be applied back to it. The traffic study that originally recommended a two lane DDI was not sufficient to account for a proposed distribution center so the additional funding need would help to offset the cost of developing the new capacity at the interchange.

Highlights of the committee discussion:

- The Rt. 288 SB project is fully funded to the CVTA estimate and is not part of any smart scale application
- There is no dollar amount committed from the state to this project but multiple offices including the Governor have expressed support to reprogram CVTA funds and want the project to be built in the region
- The Ashland Rd DDI project is a pending smart scale application and VDOT has told Goochland that this transfer of funds is crucial to getting smart scale funding
- Other economic development funds have been considered but Goochland does not qualify
- Goochland's goal is not to set a precedent for applying on a low cost project and changing scope for higher funding
- Goochland shared that other projects were approved do to outside special circumstances such as the Rt. 288 NB HSR and Fall Line
- Henrico has accounted for the Rt. 288 SB project in its plans for growth in Short Pump
- Opinion that this is a regional decision and cancelling a project should send the funds back to the pot rather than moving to another one in the same jurisdiction
- Confusion on whether the Rt. 288 project is fully funded

Motion to approve the request – Goochland Second to approve the request – Richmond

Discussion on the motion:

- Hanover cannot support this change because the process that has been adopted by the CVTA does not support this type of activity
- The guidelines may be changed in the future to allow for this type of change
- The changes in the guidelines discussed may allow for this type of request but at this time the process does not support it – Chesterfield can't support the request right now
- Waiting to see what happens in smart scale and how the CVTA regional process will progress – unsure how that type of future commitment would impact the state's willingness to commit funding
- Would need a commitment of funds by the October CVTA meeting to realize an impact on the smart scale application
- CVTA local funds would not impact this project - \$200k per month

Vote to approve the request – Failed 2-4

CVTA Finance Committee Summary (9/14/2022)

Neil Spoonhower (Goochland) explained the history of the project Goochland County is requesting to have funds reprogrammed for (I-64 at Ashland Road interchange). VDOT recently notified the county that the analysis that had been used to determine a single divergent diamond intersection was flawed and could not be used. That single diverging diamond was fully funded through the regional round of CVTA funding in April 2022. The project will now have a significantly higher cost and the reallocation of funds from the Rt. 288 SB project plus the original regional fund commitment would realize roughly half of the total need. The project is crucial in order to have the necessary intersection improvements in place for a major economic development project that is proposed in the county.

Highlights of the committee discussion:

- Should CVTA look past the technical requirements because of the regional significance of this project?
- What would approving this request do to both projects' scoring? The scoring would change and the increased cost of the Ashland Rd project would cause it to move down the list slightly
- Actual costs of all of the regional approved projects will likely come in significantly higher than the current estimates.
- What is the timeframe for the proposed project in Goochland? The sale of the property is expected to go through in March. The facility is expected to open in 2025.
- Larger process questions related to whether TAC should be asked to look into re-ranking the entire list of 30 projects - An option would be to wait and look into the full list after SmartScale and see where things stand at that point.
- Discussion on having a process or guidance document be put in place to handle request like this in the future – TAC is currently reviewing and will recommend changes in the adopted guidance framework
- The CVTA could support Goochland County through conversations with Secretary of Transportation and the Commonwealth Transportation Board to determine if there are other funds available that could be used because of the significance of the project.

No action was taken by the Finance Committee - there was consensus that the matter should be brought before the full Authority for discussion at the September 23rd meeting.