



*Powhatan State Park Kayak Ramp,
Powhatan VA*

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



NOTES

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

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

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

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to information@CVTAVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please indicate by raising your hand (in-person participants, where applicable) or through the Q&A/Chat functions on Zoom (virtual participants) if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

Powered By:



Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Agenda

Monday, January 12, 2026 - 1:00 p.m.

Zoom Meeting

If you wish to participate in this meeting virtually, please register via Zoom at the following link:

[ZOOM WEBINAR LINK](#)

1. Welcome and Introductions

(Vidunas)

2. Roll Call

(Nyamweya)

3. Certification of a Quorum

(Nyamweya)

4. Consideration of Amendments to the Agenda

(Vidunas)

5. [Approval of December 8 and December 19 Meeting Minutes](#) – page 4

(Vidunas)

Requested action: approval of meeting minutes as presented (voice vote).

6. Public Comment Period

(Vidunas)

a. VPRA – Fulton Yard Layover Facility in Henrico (10 minutes)

7. [Updated CVTA Revenue Estimates \(annual projections from VDOT\)](#) – page 12

(Parsons/10 minutes)

Requested action: Recommend acceptance of 2026 CVTA revenue estimates from VDOT and incorporate them into the Round 4 Regional Funding Scenario.

8. [Final Round 4 Regional Application Scorecards](#) – page 16

(Parsons/20 minutes)

Information item.

9. **CVTA Round 4 Draft Allocations Plan** – page 27
(Parsons/20 minutes)
Information item.
10. **CVTA Round 4 Public Review and Hearing** – page 30 *(Parsons/10 minutes)*
Requested action: Recommend setting the FY 2027-2032 Regional Revenue Funding Scenario public hearing for February 27, 2026, at 9am.
11. **CVTA TAC Member Comments**
(Vidunas/5 minutes)
12. **Next Meeting February 9 2026, at 1:00 p.m.**
(Vidunas)
13. **Adjournment**
(Vidunas)

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Special Meeting Minutes

Friday, December 19, 1:00 p.m.

Zoom Meeting

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos		Sheri Adams	X	Barbara K. Smith, Vice Chair	X
Goochland County		Gary Mitchell (A)		Chessa Walker (A)	X
Austin Goyne		Hanover County		Henrico County	
Patrick Longerbeam (A)	X	Joseph E. Vidunas, Chair	X	Sharon Smidler	X
New Kent County		William Hardman (A)		Gilberto DeLeon (A)	X
Amy Inman	X	Powhatan County		City of Richmond	
		Ligon Webb	X	Dironna Moore Clarke	X
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTP0	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	
Joe Dillard (A)				Dorian Allen (A)	
		VDOT		RMTA	
VDRPT		Larry Hagin	X	Joi Taylor Dean	
Tiffany T. Dubinsky		Liz McAdory (A)	X	Virginia Port Authority	
Wood Hudson (A)				Barbara Nelson	

The technology used for the CVTA TAC meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

1. Welcome and Introductions

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Joseph Vidunas, presided and called the CVTA Technical Advisory Committee (TAC) special meeting to order at 1:00 p.m.

2. Roll Call

Mo Nyamweya, CVTA, took attendance by roll call.

3. Certification of a Quorum

Mo Nyamweya, CVTA, certified that there was a quorum present.

4. Consideration of Amendments to the Agenda

There were no changes to the agenda.

5. Public Comment Period

There were no public comments at this meeting.

6. Fall Line Trail Wayfinding Plan

Phillip Kempf, Hanover County, introduced this item by outlining the need to revise the Fall Line Trail wayfinding signage in Hanover County. He explained that after installing prototype signs from Holiday Signs, several design flaws became apparent. Specifically, the included maps on both the pedestrian directional (P2) and mile marker (M) signs were difficult to read due to their small size, and their placement—especially on the mile markers—was impractical, as users would need to bend down to see them. As a result, Kemp recommended removing the maps from the signage altogether and instead proposed that QR code stickers, linking to digital trail maps, be added to the signs. He also introduced other adjustments, such as adding cross street names to the P2 signs for improved user navigation and specifying standardized placement and sizing for logos and fonts to ensure uniformity across jurisdictions. Further, the team proposed changing the sign material from quarter-inch steel to lighter and more cost-effective 18-gauge steel.

Following Kempf's presentation, committee members discussed the proposed revisions. There was general consensus that the original map panels were not functional. Some participants, however, voiced concern about fully removing physical maps, pointing out that visitors unfamiliar with the trail might not always have access to a device for scanning QR codes and could benefit from occasional physical maps for orientation. Bob Morin from Holiday Signs provided additional context, noting that the small maps simply were not effective and supported shifting focus to QR codes and a standardized visual design. He also recommended blue painted bases on signposts for visibility and easier maintenance. The technical aspects of the changes, including material choices and placement of signage to maintain pedestrian pathways, were clarified. It was confirmed that maintenance of the wayfinding signage would fall to individual localities rather than VDOT.

Following this discussion, the group agreed to the proposed revisions for Hanover County's section of the Fall Line Trail. There was also consensus that other localities along the trail should consider similar signage updates, and plans were made to reconvene the Fall Line Trail workgroup to review and potentially revise additional wayfinding signage across all relevant jurisdictions.

On motion by Sharon Smidler and seconded by Sheri Adams, the TAC voted unanimously to recommend the Authority to approve amending the Fall Line Trail Wayfinding Plan to incorporate the revisions to the ID,

M, P2, and W type signs as reflected in the revised drawings presented (roll call vote).

Locality	Member	Vote
Charles City County	Sheri Adams	Aye
Chesterfield County	Barbara K. Smith	Aye
Goochland County	Patrick Longerbeam	Aye
Hanover County	Joseph Vidunas	Aye
Henrico County	Sharon Smidler	Aye
New Kent County	Amy Inman	Aye
Powhatan County	Ligon Webb	Aye
City of Richmond	Dironna Moore Clarke	Aye

9. Next Meeting: January 12, at 1:00 p.m.

10. Adjournment

Chair Vidunas adjourned the meeting at 12:32 p.m.

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Meeting Minutes

Monday, December 8, 1:00 p.m.

Zoom Meeting

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	X	Sheri Adams		Barbara K. Smith, Vice Chair	
Goochland County		Gary Mitchell (A)		Chessa Walker (A)	X
Austin Goyne		Hanover County		Henrico County	
Patrick Longerbeam (A)	X	Joseph E. Vidunas, Chair	X	Sharon Smidler	X
New Kent County		William Hardman (A)		Gilberto DeLeon (A)	X
Amy Inman	X	Powhatan County		City of Richmond	
		Ligon Webb		Dironna Moore Clarke	X
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTPO	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	X
Joe Dillard (A)				Dorian Allen (A)	
		VDOT		RMTA	
VDRPT		Larry Hagin	X	Joi Taylor Dean	
Tiffany T. Dubinsky	X	Liz McAdory (A)		Virginia Port Authority	
Wood Hudson (A)	X			Barbara Nelson	X

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1. Welcome and Introductions

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Joseph Vidunas, presided and called the CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:03 p.m.

2. Roll Call

Mo Nyamweya, CVTA, took attendance by roll call.

3. Certification of a Quorum

Mo Nyamweya, CVTA, certified that there was a quorum present.

4. Consideration of Amendments to the Agenda

There were no changes to the agenda.

5. Approval of November 10, 2025 CVTA TAC Meeting Minutes

On motion by Dironna Moore Clarke and seconded by Larry Hagin, the members of the CVTA Technical Advisory Committee voted unanimously to approve the meeting minutes as presented (voice vote).

6. Public Comment Period

There were no public comments at this meeting.

7. Round 4 – Project Evaluation Update

Chet Parsons provided an overview of the updated project scorecards, explaining that these displayed both benefit and cost-benefit scores by project category. He emphasized that the scores were still in draft form, pending updated revenue projections expected from the state later in December, which would affect available funding amounts and potentially each project's standing. Mr. Parsons clarified that while benefit scores measuring project merits are fixed, the cost-benefit scores can change if project costs decrease, since applicants have a one-time chance to revise the requested amounts after reviewing the draft scores.

Mr. Parsons described how projects were ranked by category and explained the funding thresholds set by the percentage of total requests in each category. If no projects fell under the threshold—such as in Bike/Ped, Bridge, and Multimodal—no funding would be allocated in that category for this round. He also clarified that the bond candidate projects were scored and listed but not included in regional funding allocations since they are separate.

Questions were asked by members including one from Sharon Smidler, Henrico County, who inquired if funding contributions from other sources could be brought to help a project fit within a category, and whether the category percentage breakdown was established in the framework document (Chet Parsons confirmed both were possible/accurate). Amy Inman, New Kent County, asked about the cut-off for project revisions and expressed concerns about projects altering numbers to improve their rankings; Mr. Parsons answered that benefit scores are fixed, only the requested dollar amount can be changed, and this revision window closes at the end of December with only one revision allowed.

Another question was raised about readiness and ensuring funding goes to projects able to advance soon; Mr. Parsons responded that project readiness is considered and that the schedule allows time for updates, ensuring that only ready projects receive funding.

There were also clarifying questions about what happens to category funds when no project is under the threshold. Chet Parsons confirmed unallocated funds would go back into the overall balance or be available for other uses.

Lastly, a question was raised about the low mobility/accessibility scores for the Downtown Transit Hub. Mr. Parsons explained this was because the project essentially replaces an existing nearby transit facility, so the metric didn't show measurable improvement in those categories according to the current scoring structure.

Tiffany Dubinsky, VDRPT, joined the meeting at 1:10 p.m. Wood Hudson, VDRPT, joined the meeting at 1:11 p.m. Frank Adarkwa joined the meeting at 1:23 p.m.

8. Off-Cycle Funding Request Update

Chet Parsons began the off-cycle funding request update by summarizing the staff report process and its findings. He explained that the TAC had been tasked by the Authority to look more closely at the City of Richmond's off-cycle Diamond District funding request, focusing on four main areas: validating the need for an off-cycle request (which was confirmed due to the project's timeline requirements), confirming eligibility under the established framework (finding it would qualify as a wildcard project but not a "regionally significant" one), scoring and ranking the project alongside others (showing it fell mid-range among highway projects), and compiling and responding to technical questions from TAC members and the City, with responses included in the meeting packet.

Mr. Parsons also presented five potential funding options for the project, ranging from using local funds or programmed regional funds, to employing CVTA interest income or swapping funds from future city projects.

During the discussion, Chair Vidunas, Hanover County, emphasized TAC's role was to judge the technical merits according to the framework, not to critique the City's political or administrative strategies. Dironna Moore Clarke Clark, City of Richmond, clarified that Richmond couldn't currently commit local CVTA funds and was mainly seeking new regional dollars or a mix, such as combining new funds with smaller contributions from out-year existing regional projects. She said options A and B (local allocations or previously programmed regional funds) were off the table per City administration, while options C, D, and E (including new regional funds, interest income, or swaps) were open for discussion. She indicated a willingness to explore a proportional mix but couldn't make commitments about the local share.

Sharon Smidler raised a concern about fairness in regional benefit—nine other highway projects scored higher than the Diamond District, and she cautioned against dedicating too much regional funding to a lower-benefit project. Chessa Walker, Chesterfield County, and Amy Inman recommended Richmond consider some form of local contribution, perhaps from out-year regional allocations, to reduce the regional burden.

Ms. Inman also commented that the earlier off-cycle request for the Fall Line Trail didn't go through as much scrutiny and hoped the process would remain fair and consistent. Ms. Clarke reiterated that City staff had honestly

represented available options and could not alter administration’s local funding directive but was open to smaller contributions or swaps from existing regional allocations.

A technical question was asked about the balance entry target for CVTA regional funds and whether exceeding the target was possible; Chet Parsons confirmed that \$1.7 million could be accessed while meeting targets, but exceeding them (up to \$9.4 million) would require legal or policy consideration at the Finance Committee level.

Ultimately, Chair Vidunas put forward a motion to recommend that 80% of the Diamond District funding should come from CVTA interest income and 20% from Richmond (from any source), with the City forfeiting its wildcard project slot for Round Five. This motion was seconded and approved by roll call vote after confirming the 20% amount and a brief clarifying discussion.

On motion by Joseph Vidunas and seconded by Sharon Smidler, the TAC voted unanimously to recommend that the Authority support the off-cycle City of Richmond Diamond District project request.

The TAC recommendation is to support 80% of the project cost using CVTA interest income and have the City of Richmond source the remaining 20% of project costs.

In addition, TAC recommends that the city forfeit their wild card slot during Round 5 project evaluation (roll call vote).

Locality	Member	Vote
Town of Ashland	Nora Amos	Aye
Chesterfield County	Chessa Walker	Aye
Goochland County	Patrick Longerbeam	Aye
Hanover County	Joseph Vidunas	Aye
Henrico County	Sharon Smidler	Aye
New Kent County	Amy Inman	Aye
City of Richmond	Dironna Moore Clarke	Aye

9. Regional Spend Down Plans Update

During the regional spend down plans update, Chet Parsons reported that an updated spend down plan, reflecting nearly all localities’ project commitment timelines and regional allocations by quarter, had been sent to all members and would also be shared with the Finance Committee and the Authority. He explained that this plan will be updated twice a year, with the next update scheduled for July or August, and it helps everyone see how regional funds are committed and monitor progress across jurisdictions.

Mr. Parsons noted the positive impact of fully funding projects through Smart Scale partnerships and said the spend down plan is meant to provide transparency on project progress. He encouraged members to suggest improvements to the database if needed and thanked everyone for their timely updates.

During discussion, Amy Inman asked whether VDOT had weighed in on the allocations, especially regarding moving out-year dollars for the GDI project. Mr. Parsons confirmed that Larry Hagin from VDOT had already submitted input and that the numbers reflect the latest thinking. Chessa Walker then asked about the deadline for revising Round Four project requests based on the draft scorecards. Mr. Parsons replied that revisions should be submitted by the end of December.

Sharon Smidler followed up, confirming that updates should be sent to CVTA staff by year-end, and requested a current, ranked Excel or PDF version of the projects, which Chet Parsons confirmed was already sent and offered to resend or provide in a different format if needed.

10. CVTA TAC Member Comments

There were no member comments during the meeting.

9. Next Meeting: January 12, at 1:00 p.m.

10. Adjournment

Chair Vidunas adjourned the meeting at 2:06 p.m.

CVTA TAC AGENDA 01/12/26; ITEM 7.

Updated CVTA Revenue Estimates (annual projections from VDOT)

Central Virginia Transportation Authority

BACKGROUND: CVTA builds its revenue and allocation plans from tax projections provided annually by the Commonwealth of Virginia. Through our partnership with VDOT, CVTA receives tax revenue projections at the end of each calendar year that

Using projected revenues, CVTA staff can develop annual projections for the local, transit, and regional distributions. In addition, staff can project annual regional

These revenue estimates are used to develop the baseline level of available funding

REQUESTED ACTION: Recommend acceptance of 2026 CVTA revenue estimates from VDOT and incorporate them into the Round 4 Regional Funding Scenario.

CAP



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

December 22, 2025

Chet Parsons
Executive Director
Central Virginia Transportation Authority
424 Hull Street, Suite 300
Richmond, Virginia 23224

Dear Mr. Parsons:

The Virginia Department of Taxation prepares revised revenue forecasts for the Commonwealth's state revenue sources. The revenue forecast includes the state nongeneral fund revenues dedicated to transportation. The Virginia Department of Transportation has received the revised official revenue estimates for Fiscal Years 2026 to 2032 for the regional revenues dedicated to the Central Virginia Transportation Fund (CVTF).

The attached document provides the November 2025 CVTF revenue estimates for Fiscal Years 2026 to 2032 and a comparison to the estimates provided in December 2024. This revenue estimate does not contain any potential tax policy changes. The monthly CVTF reports provided by VDOT will reflect these new revenue estimates for the current fiscal year.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "K Pryor".

Kimberly Pryor
Chief Financial Officer

Attachment

c: Stephen C. Brich, Commissioner of Highways
Joel "Rex" Davis, Commonwealth Transportation Board Representative

Central Virginia Transportation Fund (09730)

Revenue Forecast

Fiscal Years 2026 - 2032

(in millions)

	December 2024 Forecast			November 2025 Forecast			Change		
	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues
FY 2026	174.7	59.3	234.0	176.0	60.6	236.6	1.3	1.3	2.6
FY 2027	181.5	60.4	241.9	182.1	63.7	245.8	0.6	3.3	3.9
FY 2028	187.7	62.1	249.8	188.2	66.4	254.6	0.5	4.3	4.8
FY 2029	195.8	63.5	259.3	194.5	69.3	263.8	(1.3)	5.8	4.5
FY 2030	204.8	64.8	269.6	201.0	72.2	273.2	(3.8)	7.4	3.6
FY 2031	212.4	64.8	277.2	207.7	75.0	282.7	(4.7)	10.2	5.5
FY 2032	220.2	64.8	285.0	214.4	77.6	292.0	(5.8)	12.8	7.0
Total - FY 2026 - 2032	\$ 1,377.1	\$ 439.7	\$ 1,816.8	\$ 1,363.9	\$ 484.8	\$ 1,848.7	\$ (13.2)	\$ 45.1	\$ 31.9

Adjusted Revenue Forecasts based on VDOT Projections

Central Virginia Transportation Authority (November 2025)

	December 2024 VDOT Forecast (million)			November 2025 VDOT Forecast (million)			Variance from 2024 Forecast (million)			Adjusted Regional Forecast (million)	Adjusted Forecast Local Revenues (million)	Adjusted Forecast GRITC Revenues (million)
	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues			
2026	\$174.7	\$59.3	\$234.0	\$176.0	\$60.6	\$236.6	\$1.3	\$1.3	\$2.6	35%	50%	15%
2027	\$181.5	\$60.4	\$241.9	\$182.1	\$63.7	\$245.8	\$0.6	\$3.3	\$3.9	\$82.8	\$118.3	\$35.5
2028	\$187.7	\$62.1	\$249.8	\$188.2	\$66.4	\$254.6	\$0.5	\$4.3	\$4.8	\$86.0	\$122.9	\$36.9
2029	\$195.8	\$63.5	\$259.3	\$194.5	\$69.3	\$263.8	(\$1.3)	\$5.8	\$4.5	\$89.1	\$127.3	\$38.2
2030	\$204.8	\$64.8	\$269.6	\$201.0	\$72.2	\$273.2	(\$3.8)	\$7.4	\$3.6	\$92.3	\$131.9	\$39.6
2031	\$212.4	\$64.8	\$277.2	\$207.7	\$75.0	\$282.7	(\$4.7)	\$10.2	\$5.5	\$95.6	\$136.6	\$41.0
2032	\$220.2	\$64.8	\$285.0	\$214.4	\$77.6	\$292.0	(\$5.8)	\$12.8	\$7.0	\$98.9	\$141.4	\$42.4
TOTAL*	\$1,377.1	\$439.7	\$1,816.8	\$1,363.9	\$484.8	\$1,848.7	(\$13.2)	\$45.1	\$31.9	\$647.0	\$924.4	\$277.3

	Estimated Regional Revenue Contribution by Jurisdiction - based on 2026 Forecast Tax Revenue (million)										Total
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond		
2026	\$0.326	\$0.425	\$23.827	\$2.22	\$11.52	\$25.78	\$1.93	\$1.97	\$14.81		\$82.81
2027	\$0.339	\$0.442	\$24.754	\$2.31	\$11.97	\$26.78	\$2.01	\$2.05	\$15.38		\$86.03
2028	\$0.351	\$0.458	\$25.640	\$2.39	\$12.39	\$27.74	\$2.08	\$2.12	\$15.93		\$89.11
2029	\$0.364	\$0.474	\$26.567	\$2.48	\$12.84	\$28.74	\$2.16	\$2.20	\$16.51		\$92.33
2030	\$0.377	\$0.491	\$27.513	\$2.57	\$13.30	\$29.76	\$2.23	\$2.28	\$17.10		\$95.62
2031	\$0.390	\$0.508	\$28.470	\$2.66	\$13.76	\$30.80	\$2.31	\$2.36	\$17.69		\$98.95
2032	\$0.403	\$0.525	\$29.406	\$2.74	\$14.22	\$31.81	\$2.39	\$2.43	\$18.27		\$102.20
TOTAL	\$1.76	\$2.29	\$128.30	\$11.97	\$62.02	\$138.80	\$10.41	\$10.62	\$79.73		\$445.90

	Fiscal Year 2025 final local distributions		
	Revenue	Combined Tax	
Ashland	\$ 450,588	0.39%	
Charles City	\$ 587,261	0.51%	
Chesterfield	\$ 32,903,416	28.77%	
Goochland	\$ 3,069,028	2.68%	
Hanover	\$ 15,905,471	13.91%	
Henrico	\$ 35,596,297	31.13%	
New Kent	\$ 2,670,189	2.34%	
Powhatan	\$ 2,723,347	2.38%	
Richmond	\$ 20,447,901	17.88%	
Total	\$ 114,353,498		

CVTA TAC AGENDA 01/12/26; ITEM 8.

Final Round 4 Regional Application Scorecards

Central Virginia Transportation Authority

INTRODUCTION:

The purpose of this agenda item is to provide background and detail on how the regional funding process is organized, the steps involved, and an overview of the ranking and prioritization that forms the basis of the data that Authority members depend on to make informed funding decisions.

The CVTA is on the cusp of announcing its fourth round of funding commitments from regional funding revenues. At its meeting on February 27th, 2026, the Authority will take up a draft funding scenario that commits roughly \$131 million to projects for which member localities may have submitted applications.

BACKGROUND:

Overview

The 2020 General Assembly legislation, House Bill 1541, created the Central Virginia Transportation Authority (CVTA), allowing the Richmond region to use specified tax revenues to fund transportation needs of the region (Code of Virginia Section 33.2-3700 - 3713):

The funds for the CVTA are generated through the following sources:

- Sales and use tax of 0.7 percent (revenue collection began October 2020); and
- Wholesale gas tax of 7.6 cents per gallon of gasoline and 7.7 cents per gallon of diesel fuel, indexed for inflation (revenue collection began July 2020).

These tax generated funds are to be divided accordingly:

- 15% to the Greater Richmond Transit Company (GRTC) to provide regional transit and mobility services;
- **35% to the CVTA for regional transportation projects; and**
- 50% distributed proportionally to each member locality for local transportation projects

This agenda item focuses on the 35% set-aside for regional projects and how the process works to ultimately provide the CVTA Technical Advisory Committee with the information it needs to make a recommendation on project funding to the Authority.

Funding Cycle

The CVTA regional funding cycle coincides with non-Smart Scale years (generally odd years). Off-cycle funding requests for new and existing projects will be considered on a case-by-case basis.

Application Limits

All CVTA locality members are eligible to submit requests for CVTA regional funding. The number of applications allowed per locality member will be two times the weighted voting for localities.

Project Categories

- Highway
- Bicycle/Pedestrian
- Transit
- Multimodal
- Bridge
- Studies
- Preliminary Engineering Only

Project Screening

- Well-defined scope
- Estimate and schedule verified by third-party review. Estimate submitted using VDOT's current standard format. TAC recommends full authority to approve final cost estimates.
- Application includes supporting data/studies
- Application identifies whether the project will be self-administered or if VDOT will administer
- Project is in the RRTPO long-range transportation plan or is in process of being included

Project scoring and ranking

Per state code, all projects requesting CVTA regional funding will be prioritized using a data-driven process that considers **benefits** and **cost**. Projects will be ranked within each of the seven project categories based on the benefit to cost score. Ranking within each project category allows projects with similar characteristics to be compared against the others. Project scoring will be conducted by CVTA staff.

Projects are scored and ranked based on criteria included in the RRTPO Long-Range Transportation Plan. For all projects except bridges, those criteria fall under the goals of safety, Mobility, and Equity/Accessibility/Economic Development. Bridges are scored and ranked based on State of Good Repair (SGR) scoring from VDOT.

The regional scoring goals and performance measures can be found below.

Highway, Bike/Pedestrian, Studies and PE-Only

Goal	Safety		Mobility		Accessibility			
					Economic Development		Equity	
Goal Weight	38.5%		23%		38.5%			
Performance Measure	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)
Performance Measure Weight	70%	30%	50%	50%	30%	30%	20%	20%
Description	Reduction in EPDO of Fatal and Injury Crashes (5-year period)	Reduction in EPDO of Fatal and Injury Crashes per 1 million VMT	Increase in Person Throughput (Peak Period)	Reduction in Person Hours of Delay (Peak Period)	Increase in average access to weighted destinations per 1,000 persons (travel time of 30 minutes for all modes) for all population	Increase in average job accessibility per person	Increase in average job accessibility per person (Total EJ Population within EJ Area)	Increase in average access to destinations per 1,000 persons (travel time of 30 minutes for all modes) for EJ population
Unit of Measure	EPDO	EPDO per 1 Million VMT	Persons	Person Hours	Weighted Destinations per 1,000 Persons	Jobs per Person	Jobs per Person	Weighted Destinations per 1,000 Persons

EPDO = Equivalent Property Damage Only
 VMT = Vehicle Miles Traveled
 EJ = Environmental Justice

Transit, Transit Studies and Transit PE-Only

Goal	Safety			Mobility		Accessibility				Connection to Activity Centers
						Economic Development		Equity		
Goal Weight	30%			20%		30%				20%
Performance Measure	Crash Frequency Reduction	Safe Access to Transit	PSAP Priority Corridors	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)	Connection to Activity Centers
Performance Measure Weight	80%	10%	10%	50%	50%	30%	30%	20%	20%	100%
Description	Reduction in EPDO of Fatal and Injury Crashes (5-year period)	Completeness of pedestrian network in ¼-mile transit service buffer	Provides/improves alternate mode of travel on PSAP priority corridors	Increase in Person Throughput (Peak Period)	Reduction in Person Hours of Delay (Peak Period)	Increase in average access to weighted destinations per 1,000 persons (travel time of 30 minutes for all modes) for all population	Increase in average job accessibility per person	Increase in average job accessibility per person (Total EJ Population within EJ Area)	Increase in average access to destinations per 1,000 persons (travel time of 30 minutes for all modes) for EJ population	Increase in the Activity Center Units adjacent to the project from current plan year to future (20-year) year
Unit of Measure	EPDO			Persons	Person Hours	Weighted Destinations per 1,000 Persons	Jobs per Person	Jobs per Person	Weighted Destinations per 1,000 Persons	Activity Center Units

EPDO = Equivalent Property Damage Only
 EJ = Environmental Justice

Bridge Regional Scoring

SGR Factor	Importance	Condition	Design Redundancy and Safety	Structure Capacity	Cost Effectiveness
Factor Weight	30%	25%	15%	10%	20%
Description	Traffic volume, truck traffic, detour route, future traffic volume, and key route designations	Measures overall condition of the bridge using detailed condition data compiled from the safety inspection report	Fracture-critical bridges, fatigue prone details, and scour and seismic vulnerability	Consideration of whether the bridge will be posted or has issues with clearances or waterway adequacy	Ratio of actual project cost to the cost for full replacement

Project Selection

Based on projected annual revenue forecasts from VDOT, CVTA staff prepares at least a six-year program for regional funding allocations. This program is comprised of projects that have been previously awarded funds as well as projects identified through the current application cycle.

Staff develops a recommended funding scenario, following these guidelines:

- Leveraging and PE-only applications for the same project should be considered independently
- Distribution of funds should be proportional to the total value of funds requested for each category (highway, transit, bike/ped, etc)
- Studies should not exceed 5% and PE-only should not exceed 10% of annual CVTA regional funding

Allocations

The goal of the allocation process is to fully allocate all years of funding with some funding held in unallocated balance entry to cover cost increases and allow for new project selection in the future. Funds are allocated to projects based on the project schedule and the availability of funds. In general, the allocated funds should cover the entire amount requested for a phase (PE, RW, CN) but may be split over multiple years based on the project schedule and availability of funding.

The following order of allocations is used to ensure existing, active projects are funded and prioritized above new projects while maintaining a reserve fund to address cost overruns and changes in available funding.

- Year 6 funding to balance entry
- Additional funding for programmed phases of active projects in Years 1-5, starting with Year 1
- Next phase of existing projects already approved by the CVTA for Year 6
- New projects in order of priority and based on available funding

Additional information on leveraging may be found in the [Regional Project Selection and Allocation Framework](#), including detail on leveraging funds, cost overruns, and surplus funds.

The project scorecards contained in the following pages reflect the process outlined in this memo and meet the criteria for a recommended FY 2026-2033 Regional Revenue Draft Funding Scenario

REQUESTED ACTION: Information only.

CAP
Attachments

Revenue Forecast

	Previous	FY27	FY28	FY29	FY30	FY31	FY32
Revenue	\$ 428,218,138	\$ 86,000,000	\$ 89,100,000	\$ 92,300,000	\$ 95,600,000	\$ 98,900,000	\$ 102,200,000
Target Balance Percent	0%	10%	15%	20%	25%	30%	35%
Target Balance	\$ -	\$ 8,600,000	\$ 13,365,000	\$ 18,460,000	\$ 23,900,000	\$ 29,670,000	\$ 35,770,000
Available to Allocate	\$ 428,218,138	\$ 77,400,000	\$ 75,735,000	\$ 73,840,000	\$ 71,700,000	\$ 69,230,000	\$ 66,430,000
Allocated	\$ 409,187,657	\$ 67,088,000	\$ 65,100,000	\$ 62,769,000	\$ 59,813,000	\$ 60,411,000	\$ -
Remaining	\$ 19,030,481	\$ 10,312,000	\$ 10,635,000	\$ 11,071,000	\$ 11,887,000	\$ 8,819,000	\$ 66,430,000
						Leverage Adj.	\$ 6,896,644
						Available	\$ 131,287,837

Category Splits

	Requests	% of Total	Fair Share (6-Year)	Projects within Limit (6-year)	Cost of Projects within Limit (6-Year)	Remaining Funds (6-year)
Active	\$ 24,000,000	6.2%	\$ 8,153,239	1	\$ 6,000,000	\$ 2,153,239
Bridge	\$ 38,000,000	9.8%	\$ 12,909,294	0	\$ -	\$ 12,909,294
Highway	\$ 166,310,922	43.0%	\$ 56,498,859	7	\$ 46,974,011	\$ 9,524,848
Multimodal	\$ 24,150,000	6.2%	\$ 8,204,196	0	\$ -	\$ 8,204,196
Transit	\$ 124,000,000	32.1%	\$ 42,125,066	2	\$ 17,000,000	\$ 25,125,066
PE Only	\$ 10,000,000	2.6%	\$ 3,397,183	0	\$ -	\$ 3,397,183
Total	\$ 386,460,922	100.0%	\$ 131,287,837	10	\$ 69,974,011	\$ 61,313,826

Unallocated \$ 61,313,826

Updated with latest revenue forecast; Previous (FY21 - FY25) updated to include only actuals; FY26 updated in previous to reflect latest forecast; completed new CTB project review and made all previous BE funds available; retains leveraging projects eligible for cancellation; Removed FY33 to reflect 6-years only

Project Title	Sponsor	Category	Crash Frequency - Raw	Crash Frequency - Normalized	Safety	Mobility	Access	Benefit	Benefit Rank	Request	Score (Benefit/Request)	Category Rank	Within Funding Limit (6-Year)
Fall Line Trail - Longdale Trail	Henrico	Bike/Ped	82.6	100.0%	32.4	9.1	38.2	79.7	2	\$ 6,000,000	99.6	1	•
H Fall Line Trail Walmsley Boulevard to Bellemeade Road (Segment 4A)	Richmond	Bike/Ped	81.2	98.3%	38.0	23.0	34.2	95.3	1	\$ 18,000,000	52.9	2	

Category Request	\$ 24,000,000
All Requests	\$ 386,460,922
Share	6.2%
Available Fund	\$ 131,287,837
Category Share	\$ 8,153,239
Within Limit	\$ 6,000,000
Remaining	\$ 2,153,239
<p>Category and total excludes bond projects; includes Diamond District request</p>	

Project	Sponsor	Category	Draft SGR	Cost Effective	Overall	Rank	Cost	Within Funding Limit (6-Year)
G Arthur Ashe Boulevard Bridge	Richmond	Bridge	0.382	0	0.382	1	\$ 13,000,000	
F Mayo Bridge Replacement	Richmond	Bridge	0.315	0	0.315	2	\$ 25,000,000	

Category Request	\$ 38,000,000
All Requests	\$ 386,460,922
Share	9.8%
Available Fund	\$ 131,287,837
Category Share	\$ 12,909,294
Within Limit	\$ -
Remaining	\$ 12,909,294
<p>Category and total excludes bond projects; includes Diamond District request</p>	

Project Title	Sponsor	Category	Crash Frequency - Raw	Crash Frequency - Normalized	Crash Rate - Raw	Crash Rate - Normalized	Safety	Mobility	Access	Benefit	Benefit Rank	Benefit Rank (no bond)	Request	Score (Benefit/Request)	Category Rank	Category Rank (No Bond)	Within Funding Limit (6-Year)
I-95 and Parham Rd Interchange Improvements	Henrico	Highway	169.7	100.0%	72,845	6.5%	27.70	8.30	17.10	53.1	3	2	\$ 4,600,000	115.4	1	1	•
Route 288 Southbound Hard Shoulder Running Lane	Goochland	Highway	45.4	26.8%	73,409	6.5%	7.96	6.65	36.91	51.5	4	3	\$ 5,000,000	103.1	2	2	•
Route 249 Dispatch Road Roundabout	New Kent	Highway	31.2	18.4%	340,546	30.3%	8.45	7.05	17.79	33.3	7	6	\$ 3,380,411	98.5	3	3	•
I-95 Bryan Park Interchange and Hermitage Rd Realignment	Henrico	Highway	104.7	61.7%	78,114	6.9%	17.43	4.73	31.00	53.2	2	1	\$ 10,000,000	53.2	4	4	•
Woodman Road Improvements	Henrico	Highway	60.8	35.8%	468,000	41.6%	14.46	7.56	16.59	38.6	6	5	\$ 10,000,000	38.6	5	5	•
I64 Exit 211 Diverging Diamond Interchange Project	New Kent	Highway	114.0	67.2%	76,278	6.8%	18.89	3.98	5.11	28.0	8	7	\$ 10,000,000	28.0	6	6	•
Rt. 1 Ashcake to SCL	Ashland	Highway	39.5	23.3%	219,556	19.5%	8.53	0.89	0.91	10.3	16	13	\$ 3,993,600	25.9	8	7	•
D Shockoe Valley Streets Improvements	Richmond	Highway	100.0	58.9%	1,124,045	100.0%	27.43	6.72	8.35	42.5	5	4	\$ 17,000,000	25.0	9	8	
Diamond District Development - OFF-CYCLE	Richmond	Highway	28.0	16.5%	127,273	11.3%	5.75	7.00	0.00	12.8	14	11	\$ 12,961,885	9.8	10	9	
Rt. 1 and Ashcake Road Intersection	Ashland	Highway	0.0	0.0%	-	0.0%	0.00	1.34	0.00	1.3	20	15	\$ 1,375,026	9.7	11	10	
B Port of Virginia Interchange	Richmond	Highway	24.6	14.5%	282,759	25.2%	6.81	7.20	5.08	19.1	12	10	\$ 20,296,547	9.4	12	11	
E Hull Street Phase II	Richmond	Highway	8.2	4.8%	31,415	2.8%	1.63	4.98	0.09	6.7	19	14	\$ 8,000,000	8.4	13	12	
Powwhite Parkway Extension (Woolridge Rd - Genito Rd)	Chesterfield	Highway	0.0	0.0%	-	0.0%	0.00	10.36	12.64	23.0	10	8	\$ 30,000,000	7.7	14	13	
US33/ Mountain Road Widening	Hanover	Highway	17.2	10.1%	199,535	17.8%	4.78	1.32	5.94	12.0	15	12	\$ 20,000,000	6.0	15	14	
Rt. 1 Ashcake to SCL - BOND CANDIDATE	Ashland	Highway	39.5	23.3%	219,556	19.5%	8.53	2.50	0.94	10.3	16	N/A	\$ 43,876,861	2.4	18	N/A	N/A
Powwhite Parkway Extension 2L (Woolridge to Duval) - BOND CANDIDATE	Chesterfield	Highway	0.0	0.0%	-	0.0%	0.00	10.53	11.52	22.0	11	N/A	\$ 375,170,000	0.6	20	N/A	N/A
Rockville Road Realignment - BOND CANDIDATE	Goochland	Highway	0.0	0.0%	-	0.0%	0.00	4.22	8.78	13.0	13	N/A	\$ 30,000,000	4.3	16	N/A	N/A
I-95 Operational Improvements - BOND CANDIDATE	Hanover	Highway	N/A	0.0%	N/A	0.0%	0.00	6.93	3.37	10.3	18	N/A	\$ 32,500,000	3.2	17	N/A	N/A
Short Pump Area Improvements - BOND CANDIDATE	Henrico	Highway	103	60.7%	131,462	11.7%	17.71	23.00	31.23	71.9	1	N/A	\$ 339,413,659	2.1	19	N/A	N/A
I64 Exit 211 Diverging Diamond Interchange Project - BOND CANDIDATE	New Kent	Highway	114.0	67.2%	76,278	6.8%	18.89	3.98	5.11	28.0	8	N/A	\$ 10,000,000	28.0	6	N/A	N/A

Category Request	\$ 166,310,922
All Requests	\$ 386,460,922
Share	43.0%
Available Fund	\$ 131,287,837
Category Share	\$ 56,498,859
Within Limit	\$ 46,974,011
Remaining	\$ 9,524,848

Category and total excludes bond projects; includes Diamond District request

Project Title	Sponsor	Category	Crash Frequency - Raw	Crash Frequency - Normalized	Safety	Mobility	Access	Benefit	Benefit Rank	Request	Score (Benefit/Request)	Category Rank	Within Funding Limit (6-Year)
Beulah Road Relocation	Henrico	Multimodal	0	0.0%	0.00	13.01	38.5	51.5	2	\$ 9,150,000	56.3	1	
Fulton Yard Layover Facility	Henrico	Multimodal	3.37	100.0%	38.50	13.24	0.0	51.7	1	\$ 15,000,000	34.5	2	

Category Request	\$ 24,150,000
All Requests	\$ 386,460,922
Share	6.2%
Available Fund	\$ 131,287,837
Category Share	\$ 8,204,196
Within Limit	\$ -
Remaining	\$ 8,204,196

Category and total excludes bond projects; includes Diamond District request

Project Title	Sponsor	Category	Crash Frequency - Raw	Crash Frequency - Normalized	Safety	Mobility	Access	Access to Activity Centers	Benefit	Benefit Rank	Request	Score (Benefit/Request)	Category Rank	Within Funding Limit (6-Year)
A Belt Boulevard Transit Streetscape	Richmond	Transit	15.9	42.3%	14.4	20.0	12.0	13.1	59.6	2	\$ 2,000,000	297.8	1	•
Pulse BRT Western Extension - Stations	Henrico	Transit	37.6	100.0%	28.1	10.5	30.0	20.0	88.6	1	\$ 15,000,000	59.0	2	•
Downtown Transit Hub with Clay Street Reconnection	Richmond	Transit	0.0	0.0%	4.5	0.0	0.0	15.1	19.6	3	\$ 107,000,000	1.8	3	
Downtown Transit Hub with Clay Street Reconnection - BOND CANDIDATE	Richmond	Transit	0.0	0.0%	4.5	0.0	0.0	15.1	19.6	3	\$ 107,000,000	1.8	3	

Category Request	\$ 124,000,000
All Requests	\$ 386,460,922
Share	32.1%
Available Fund	\$ 131,287,837
Category Share	\$ 42,125,066
Within Limit	\$ 17,000,000
Remaining	\$ 25,125,066

Category and total excludes bond projects; includes Diamond District request

Project Title	Sponsor	Category	Crash Frequency - Raw	Crash Frequency - Normalized	Safety	Mobility	Access	Benefit	Benefit Rank	Request	Score (Benefit/Request)	Category Rank	Within Funding Limit (6-Year)
Powhite Parkway Extension (Woolridge Rd - Rt 360) - PE ONLY	Chesterfield	Preliminary Engineering (PE)-Only	0	0	0.00	23	38.5	61.5	1	\$ 10,000,000	61.5	1	

Category Request	\$ 10,000,000
All Requests	\$ 386,460,922
Share	2.6%
Available Fund	\$ 131,287,837
Category Share	\$ 3,397,183
Within Limit	\$ -
Remaining	\$ 3,397,183

Category and total excludes bond projects; includes Diamond District request

CVTA TAC AGENDA 01/12/26; ITEM 9.

CVTA Round 4 Draft Allocations Plan

Central Virginia Transportation Authority

BACKGROUND: The Round 4 Regional funding process is currently underway and is in the project selection and allocation phase. This agenda item is focused on allocation of projected revenues across six years.

The goal of the allocation process is to fully allocate all years of funding with some funding held in unallocated balance entry to cover cost increases and allow for new project selection in the future. Funds are allocated to projects based on the project schedule and the availability of funds. In general, the allocated funds should cover the entire amount requested for a phase (PE, RW, CN) but may be split over multiple years based on the project schedule and availability of funding.

The following order of allocations is used to ensure existing, active projects are funded and prioritized above new projects while maintaining a reserve fund to address cost overruns and changes in available funding.

- Year 6 funding to balance entry
- Additional funding for programmed phases of active projects in Years 1-5, starting with Year 1
- Next phase of existing projects already approved by the CVTA for Year 6
- New projects in order of priority and based on available funding

This draft allocations plan should be distributed for public review and comment and form the basis for Round 4 funding decisions.

REQUESTED ACTION: Information only.

CAP
Attachments

CVTA ID	VDOT UPC(s)	Project Title	Admin	TOTAL Est	Previous CVTA	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32 CVTA	Total CVTA	Other Funds	Balance to Complete	Notes
		<i>Fall Line Trail</i>														
CVTA-0001	121511	#FLT - Design-Build 2	VDOT	\$ 74,700,000	\$ 29,194,503							\$ -	\$ 29,194,503	\$ 45,505,497	\$ -	Other Funds includes \$4M in CVTA interest earnings not listed in allocation table
CVTA-0002	121374, 119599	#FLT - Design-Build 1	VDOT	\$ 17,460,000	\$ 8,381,111							\$ -	\$ 8,381,111	\$ 9,078,598	\$ 291	
CVTA-0003		#FLT - C Commerce Road - Phase II	Local	\$ 87,661,374	\$ -		\$ 5,860,051		\$ 6,652,886	\$ 6,298,927	\$ 21,672,020	\$ 40,483,884	\$ 40,483,884	\$ -	\$ 47,177,490	Leverage adjusted for inflation, additional attempt
CVTA-0004	118946	#FLT - C Commerce Road - Phase I	Local	\$ 12,441,459	\$ 3,000,000							\$ -	\$ 3,000,000	\$ 9,441,459	\$ -	
CVTA-0006	124716	#FLT - Manchester Bridge	Local	\$ 28,213,000	\$ 1,500,000							\$ -	\$ 1,500,000	\$ 26,713,000	\$ -	
CVTA-0007		#FLT - Bryan Park	Local	\$ 3,750,000	\$ 3,000,000							\$ -	\$ 3,000,000	\$ -	\$ 750,000	
CVTA-0008	117047	#FLT - Park St	Local	\$ 925,000	\$ 713,000							\$ -	\$ 713,000	\$ 437,000	\$ (225,000)	
CVTA-0009	118065	#FLT - Lakeside Community Trail Ph 1	Local	\$ 2,445,000	\$ 396,504							\$ -	\$ 396,504	\$ 2,076,496	\$ (28,000)	
CVTA-0010	118091	#FLT - Lakeside Community Trail Ph 2	Local	\$ 4,466,000	\$ 803,000							\$ -	\$ 803,000	\$ 3,363,217	\$ 299,783	
CVTA-0011		#FLT - Lakeside Community Trail Ph 3	Local	\$ 4,199,000	\$ 3,073,000							\$ -	\$ 3,073,000	\$ -	\$ 1,126,000	
CVTA-0012	118153	#FLT - Brook/Hilliard Road Diet	Local	\$ 7,144,000	\$ 1,037,401							\$ -	\$ 1,037,401	\$ 5,945,599	\$ 161,000	
CVTA-0013		#FLT - Villa Park Phase	Local	\$ 4,397,000	\$ 3,706,000							\$ -	\$ 3,706,000	\$ 691,000	\$ -	
CVTA-0014		#FLT - Longdale Trail	Local	\$ 34,108,176	\$ 32,091,000							\$ -	\$ 32,091,000	\$ 3,186,000	\$ (1,168,824)	Additional Funding Recommended (\$6M)
CVTA-0016	123919	I-64 at Ashland Rd (Rte 623) Interchange - DDI	VDOT	\$ 75,917,941	\$ 5,314,767	\$ 1,895,820	\$ 20,000,000	\$ 6,489,242				\$ 28,385,062	\$ 33,699,829	\$ 42,218,112	\$ -	
CVTA-0017	123290	I-64 at Oilville Rd (Rte 617) Interchange	VDOT	\$ 6,308,000	\$ 606,000							\$ -	\$ 606,000	\$ 6,695,000	\$ (993,000)	
CVTA-0018	120444	Bottoms Bridge Park and Ride	VDOT	\$ 3,620,263	\$ 200,000							\$ -	\$ 200,000	\$ 3,422,216	\$ (1,953)	
CVTA-0019		Stavemill Rd Turn Lane	Local	\$ 1,800,000	\$ 1,800,000							\$ -	\$ 1,800,000	\$ -	\$ -	
CVTA-0020	122147	Rte 288 NB Hard Shoulder Running	VDOT	\$ 39,561,735	\$ 8,000,000							\$ -	\$ 8,000,000	\$ 31,561,735	\$ -	
CVTA-0021		GreenCity Connector Trail and Bridge	Local	\$ 9,978,000	\$ 9,978,000							\$ -	\$ 9,978,000	\$ -	\$ -	
CVTA-0022		F Manchester Connection to James River	Local	\$ 6,344,831	\$ 3,972,364	\$ 2,372,467						\$ 2,372,467	\$ 6,344,831	\$ -	\$ -	
CVTA-0023	104888	Mayo Bridge Replacement	VDOT	\$ 194,774,000	\$ 703,353	\$ 4,296,647						\$ 4,296,647	\$ 5,000,000	\$ 83,068,000	\$ 106,706,000	
		<i>Richmond Marine Terminal Access Improvements</i>														
CVTA-0024	123895	POV Richmond Marine Terminal Access Improvements at I-95/ Bells Road	VDOT	\$ 2,000,000	\$ 2,000,000							\$ -	\$ 2,000,000	\$ -	\$ -	
CVTA-0050	128657	F Port of Virginia Gateway Interchange and Streetscape Improvements	VDOT	\$ 25,554,090	\$ 2,997,482		\$ 1,885,564	\$ 1,803,961	\$ 1,803,994			\$ 5,493,519	\$ 8,491,001	\$ 17,063,089	\$ -	
CVTA-0025		RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY	Local	\$ 3,696,750	\$ 3,696,750							\$ -	\$ 3,696,750	\$ -	\$ -	
		<i>Short Pump Area Improvements</i>														
CVTA-0026	124222	N. Gayton Road Interchange at I-64 - NEPA	VDOT	\$ 1,800,000	\$ 1,800,000							\$ -	\$ 1,800,000	\$ -	\$ -	
CVTA-0057	128623	Short Pump Area Improvements - N Gayton Rd Interchange	VDOT	\$ 157,400,000	\$ 13,185,000	\$ 10,000,000		\$ 7,500,000	\$ 5,250,000	\$ 13,250,000	\$ 14,000,000	\$ 50,000,000	\$ 63,185,000	\$ 94,215,000	\$ -	
CVTA-0027		Chippenham Parkway/RT 60 Interchange Improvements	Local	\$ 2,000,000	\$ 2,000,000							\$ -	\$ 2,000,000	\$ -	\$ -	
CVTA-0028		Rt. 301 3rd Southbound Lane	Local	\$ 1,229,858	\$ 829,858							\$ -	\$ 829,858	\$ 400,000	\$ -	
CVTA-0029		W Broad Street Intersection Improvements at Parham Road	Local	\$ 13,988,880	\$ 1,812,787	\$ 1,148,225						\$ 1,148,225	\$ 2,961,012	\$ 2,000,000	\$ 9,027,868	Eligible to Cancel - 2 unsuccessful attempts
CVTA-0030		Rt. 1/Rt. 30 Green-T	Local	\$ 5,554,119	\$ 4,954,119							\$ -	\$ 4,954,119	\$ 600,000	\$ -	
CVTA-0031	121391	A Hull Street Phase II (US360)	Local	\$ 23,866,491	\$ 993,093	\$ 2,620,765	\$ 3,553,677	\$ 4,558,767				\$ 10,733,209	\$ 11,726,302	\$ 10,547,000	\$ 1,593,189	
CVTA-0032		Rt. 301/Rt. 54 Roundabout	Local	\$ 4,524,642	\$ 4,524,642							\$ -	\$ 4,524,642	\$ -	\$ -	
CVTA-0033	123583	W Broad Street Improvements - Short Pump	Local	\$ 25,999,970	\$ 3,230,000							\$ -	\$ 3,230,000	\$ 22,769,970	\$ -	
CVTA-0034	127888	I-95/Route 10 Interchange Improvement, Phase II	Local	\$ 49,949,490	\$ 3,792,086		\$ 1,199,748	\$ 7,422,133	\$ 7,000,000			\$ 15,621,881	\$ 19,413,967	\$ 30,535,523	\$ -	
CVTA-0035		Magellan Parkway Bridge and Approach Section	Local	\$ 18,572,000	\$ 18,572,000							\$ -	\$ 18,572,000	\$ -	\$ -	
CVTA-0036	124712	G Broad Street Streetscape (US250) with Pulse Expansion Phase III	Local	\$ 23,852,736	\$ 8,800,000							\$ -	\$ 8,800,000	\$ 15,052,736	\$ -	
CVTA-0037		Brook Road Improvements - Villa Park Dr to Hilliard Rd	Local	\$ 10,416,000	\$ 10,416,000							\$ -	\$ 10,416,000	\$ -	\$ -	
CVTA-0038	112974	Woolridge Road (Route 288 - Old Hundred Road) Extension	Local	\$ 54,252,500	\$ 37,578,166							\$ -	\$ 37,578,166	\$ 16,674,334	\$ -	
CVTA-0039		Staples Mill Road Improvements	Local	\$ 32,135,419	\$ 5,670,000							\$ -	\$ 5,670,000	\$ 26,465,419	\$ -	
CVTA-0040	121403	Woodman Road Improvements - Mountain Rd to Hungary Rd	Local	\$ 43,473,000	\$ 27,848,000				\$ 10,000,000			\$ 10,000,000	\$ 37,848,000	\$ 8,476,000	\$ (2,851,000)	Estimate for Phase 1 only; Additional Funding recommended (\$10M)
CVTA-0041		Route 288 Southbound Hard Shoulder Running Lane	VDOT	\$ 61,705,316	\$ 9,962,106							\$ -	\$ 9,962,106	\$ 51,743,210	\$ -	Additional Funding Recommended; replaces \$5M local funds with regional dollars
CVTA-0042		<i>Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening</i>														
CVTA-0042a		30% Design Phase	Local	\$ 750,000	\$ 750,000							\$ -	\$ 750,000	\$ -	\$ -	
CVTA-0042b		Final Design to Construction Phase	Local	\$ 45,248,551	\$ -		\$ 1,225,919	\$ 1,500,087	\$ 12,204,991	\$ 19,868,700		\$ 34,799,697	\$ 34,799,697	\$ -	\$ 10,448,854	Leverage adjusted for inflation, additional attempt
CVTA-0043		Vaughan Road Overpass	VDOT	\$ 47,202,873	\$ 2,673,865	\$ 2,673,865						\$ 2,673,865	\$ 5,347,730	\$ 3,568,571	\$ 38,286,572	Eligible to Cancel - 2 unsuccessful attempts
CVTA-0044		B Forest Hill Avenue Phase II	Local	\$ 56,887,785	\$ 2,917,877			\$ 11,547,247	\$ 2,211,496			\$ 13,758,743	\$ 16,676,620	\$ -	\$ 40,211,165	Eligible to Cancel - 2 unsuccessful attempts
CVTA-0045	123915	I-64 Widening	VDOT	\$ 522,127,470	\$ 100,000,000							\$ -	\$ 100,000,000	\$ 422,127,470	\$ -	
CVTA-0046	-27853	D Hull Street Shared Use Path	Local	\$ 11,553,092	\$ -					\$ 3,152,729		\$ 3,152,729	\$ 3,152,729	\$ 8,027,213	\$ 373,150	
CVTA-0047	119598	E Richmond Highway Fall Line Trail Improvements	Local	\$ 39,424,891	\$ -		\$ 5,000,000					\$ 5,000,000	\$ 5,000,000	\$ 16,171,265	\$ 18,253,626	
CVTA-0048	-28381	Busy Street Extension	Local	\$ 22,293,031	\$ 3,511,150		\$ 2,000,405					\$ 2,000,405	\$ 5,511,555	\$ 16,781,476	\$ -	
CVTA-0049	127885	Route 288 Southbound Auxiliary Lane	Local	\$ 21,937,569	\$ 7,500,000							\$ -	\$ 7,500,000	\$ 14,437,569	\$ -	
CVTA-0051	127889	Route 250 at Route 288 Interchange Improvements	Local	\$ 29,961,918	\$ 7,500,000							\$ -	\$ 7,500,000	\$ 22,461,918	\$ -	
CVTA-0052	118155	Route 60/33/Beulah Roundabout	Local	\$ 11,470,000	\$ 3,000,000							\$ -	\$ 3,000,000	\$ 8,470,000	\$ -	

CVTA ID	VDOT UPC(s)	Project Title	Admin	TOTAL Est	Previous CVTA	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32 CVTA	Total CVTA	Other Funds	Balance to Complete	Notes
CVTA-0053		Route 60 (Village of Midlothian) Corridor Enhancements	Local	\$ 52,572,873	\$ -		\$ 1,799,441	\$ 1,500,000	\$ 11,791,202	\$ 7,032,090		\$ 22,122,733	\$ 22,122,733	\$ 2,500,000	\$ 27,950,140	Leverage adjusted for inflation, additional attempt
CVTA-0054	127838	I-64 Exit 211 Interchange Improvement Project	Local	\$ 94,000,000	\$ 6,533,154	\$ 2,880,962	\$ 6,700,000	\$ 10,000,000	\$ 2,191,034			\$ 21,771,996	\$ 28,305,150	\$ 65,694,850	\$ -	Additional Funding Recommended; replaces \$10M local funds with regional dollars
CVTA-0055		Powhite Parkway Extended, Phase I	Local	\$ 230,400,373	\$ -		\$ 10,511,848	\$ 6,988,152	\$ 9,750,000			\$ 27,250,000	\$ 27,250,000	\$ 203,150,373	\$ -	
CVTA-0056		Rt. 360/Walnut Grove Rd Intersection Improvement	Local	\$ 14,626,811	\$ -		\$ 1,295,723		\$ 2,000,000	\$ 6,704,277		\$ 10,000,000	\$ 10,000,000	\$ 4,626,811	\$ -	
CVTA-0058		Rt. 5/New Osborne Turnpike Improvements	Local	\$ 4,000,000	\$ 4,000,000							\$ -	\$ 4,000,000	\$ -	\$ -	
CVTA-0059		Rt. 1 and Ashcake Intersection	VDOT	\$ 8,388,669	\$ -		\$ 1,084,070	\$ 1,229,114				\$ 2,313,184	\$ 2,313,184	\$ 186,000	\$ 5,889,485	Leverage adjusted for inflation, additional attempt
CVTA-0060		US 60/VA13 Intersection Improvement	VDOT	\$ 10,190,338	\$ 5,000,000							\$ -	\$ 5,000,000	\$ 5,190,338	\$ -	
CVTA-0061		Atlee Rd/Meadowbridge Rd Intersection Improvement (PE)	Local	\$ 700,000	\$ 700,000							\$ -	\$ 700,000	\$ -	\$ -	
CVTA-0062		North South Bus Rapid Transit (BRT)	Local	\$ 143,510,655	\$ -		\$ 4,290,961	\$ 4,125,979				\$ 8,416,940	\$ 8,416,940	\$ -	\$ 135,093,715	Leverage adjusted for inflation, additional attempt
		<i>Pulse Western Extension</i>														
CVTA-0063		Pulse Extension West (GRTC)	Local	\$ 51,634,689	\$ -	\$ 2,723,526	\$ 4,632,338					\$ 7,355,864	\$ 7,355,864	\$ -	\$ 44,278,825	Leverage adjusted for inflation, additional attempt; removes expected station cost from total
CVTA-0075		Pulse BRT Western Extension - Stations	Local	\$ 15,000,000	\$ -	\$ 12,000,000	\$ 3,000,000					\$ 15,000,000	\$ 15,000,000	\$ -	\$ -	NEW PROJECT
CVTA-0064		Downtown Transit Hub	Local	\$ 40,562,370	\$ -		\$ 3,158,034	\$ 3,315,782	\$ 422,297			\$ 6,896,113	\$ 6,896,113	\$ -	\$ 33,666,257	Leverage adjusted for inflation, additional attempt
CVTA-0070		I-95 and Parham Rd Interchange Improvements	VDOT	\$ 31,157,896	\$ -	\$ 4,600,000						\$ 4,600,000	\$ 4,600,000		\$ 26,557,896	NEW PROJECT
CVTA-0071		Route 249 Dispatch Road Roundabout	VDOT	\$ 5,740,822	\$ -	\$ 3,380,411						\$ 3,380,411	\$ 3,380,411		\$ 2,360,411	NEW PROJECT
CVTA-0072		I-95 Bryan Park Interchange and Hermitage Rd Realignment	VDOT	\$ 91,162,589	\$ -	\$ 10,000,000						\$ 10,000,000	\$ 10,000,000		\$ 81,162,589	NEW PROJECT
CVTA-0073		Rt. 1 - Ashcake to Southern Corporate Limits	VDOT	\$ 43,505,555	\$ -	\$ 3,993,600						\$ 3,993,600	\$ 3,993,600		\$ 39,511,955	NEW PROJECT
CVTA-0074	127924	A Belt Boulevard Transit Streetscape	Local	\$ 33,374,000	\$ 2,000,000							\$ -	\$ 2,000,000	\$ 31,374,000	\$ -	NEW PROJECT
BE	N/A	Balance Entry			\$ -	\$ 8,600,000	\$ 13,365,000	\$ 18,460,000	\$ 23,900,000	\$ 29,670,000	\$ 35,770,000	\$ 129,765,000	\$ 129,765,000			

Expected Revenue	\$ 428,218,138	\$ 86,000,000	\$ 89,100,000	\$ 92,300,000	\$ 95,600,000	\$ 98,900,000	\$ 102,200,000	\$ 564,100,000	\$ 992,318,138
Project Awards	\$ 428,218,138	\$ 64,586,288	\$ 67,112,062	\$ 68,840,087	\$ 71,700,000	\$ 65,110,717	\$ 35,672,020	\$ 373,021,174	\$ 801,239,312
Balance Entry	\$ -	\$ 8,600,000	\$ 13,365,000	\$ 18,460,000	\$ 23,900,000	\$ 29,670,000	\$ 35,770,000	\$ 129,765,000	\$ 129,765,000
Unallocated	\$ -	\$ 12,813,712	\$ 8,622,938	\$ 4,999,913	\$ -	\$ 4,119,283	\$ 30,757,980	\$ 61,313,826	\$ 61,313,826

CVTA TAC AGENDA 01/12/26; ITEM 10.

CVTA Round 4 Public Review and Hearing

Central Virginia Transportation Authority

BACKGROUND: The Round 4 Regional funding process is currently underway and is in the project selection and allocation phase. This agenda item is focused on recommending a draft Round 4 regional funding scenario for public review.

A draft press release and candidate project listing is included as part of this item for reference.

REQUESTED ACTION: Recommend setting the FY 2027-2032 Regional Revenue Funding Scenario public hearing for February 27, 2026.

CAP
Attachments

X/X/2026
 For immediate release

Central Virginia Transportation Authority
 FY 2027-2032 Regional Revenue Draft Funding Scenario

The Central Virginia Transportation Authority is seeking comment on the draft project slate developed through the most recent two-year funding process.

Members

- Town of Ashland
- Charles City County
- Chesterfield County
- Goochland County
- Hanover County
- Henrico County
- New Kent County
- Powhatan County
- City of Richmond
- VA House of Delegates
- Senate of VA
- Commonwealth Transportation Board

- VDRPT
- VDOT
- GRTC
- RMTA
- Port of Virginia

Following the application period, projects submitted by member localities and regional partners were evaluated by CVTA staff and members using the Authority’s standard review criteria. This review informed the development of draft funding commitments.

As part of the next step in the process, the draft slate is open for comment. Feedback is requested on the following:

FY 2027-2032 Regional Revenue Draft Funding Scenario

1. Regional leaders will soon make funding decisions worth an estimated **\$131.2 million** to improve local bike, pedestrian, bridge, and highway infrastructure over the next four years.
2. Review the proposed projects list: (hyperlink will be provided)

Submitting your comments on the proposed project list:

A 15-day public comment period on the project list will be open **from February 11, 2026 until February 26, 2026**. All comments sent before 3 p.m. on February 26, 2026, will be distributed to the members of the Authority.

1. Submit via the website or via email at information@cvtava.org.
2. Submit comments during the public hearing:
 - a. In person: February 27, 2026, at 9am at PlanRVA at 424 Hull St Suite 300, Richmond, VA 23224 OR
 - b. Virtual: register for the Zoom Video Webinar and submit your comment via the Q&A dialog box.

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Rt. 1 and Ashcake Road Intersection (Existing CVTA Project)	Ashland	Highway	The Route 1 and Ashcake Road Intersection project includes sidewalk and signal improvements that tie to the adjacent VDOT projects along Route 1 (Washington Hwy) and Route 657 (Ashcake Road). The project proposes high visibility crosswalks, ADA curb ramps, and pedestrian signals for each leg and a signal modification .	\$ 1,375,026	
Rt. 1 Ashcake to SCL	Ashland	Highway	The Route 1 widening improvements will widen Route 1 south of Ashcake Road to continue the improvements on Route 1 north of Ashcake Road (VDOT UPC 112042). The improvements include providing curb and gutter and sidewalk on both sides of the roadway, grass median, turn lanes, and access management improvements. The improvements include storm sewer and stormwater management basin construction.	\$ 3,993,600	•
Powwhite Parkway Extension (Woolridge Rd - Genito Rd)	Chesterfield	Highway	<p>The Powwhite Parkway Extension (Woolridge Road – Genito Road) project involves construction of a two-lane road with shared use path on new alignment. The project will include grading for a future four-lane road.</p> <p>This project is Phase II of the Powwhite Parkway Extension: critical transportation infrastructure necessary to support growth in western Chesterfield and the 1,000-acre Upper Magnolia Manufacturing and Technology Park. Upper Mag is currently being groomed as a Business Ready Site with VEDP. Chesterfield has committed \$200 M in local funds for Phase I of the Powwhite Parkway (Charter Colony Parkway – Woolridge Road Ext.) Extension. An additional \$180 M in local funds has been or being used for other area road improvements that support Upper Mag.</p>	\$30,000,000	

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Powwhite Parkway Extension (Woolridge Rd - Rt 360) - PE ONLY	Chesterfield	Preliminary Engineering (PE)	<p>Conduct preliminary engineering for new four lane road: Powwhite Parkway Extension from Woolridge Road to Route 360.</p> <p>The Powwhite Parkway Extension will provide critical transportation infrastructure necessary to support growth in western Chesterfield and the 1,000-acre Upper Magnolia Manufacturing and Technology Park. Upper Mag is currently being groomed as a Business Ready Site with VEDP. Chesterfield has committed \$200 M in local funds for Phase I of the Powwhite Parkway (Charter Colony Parkway – Woolridge Road Ext.) Extension. An additional \$180 M in local funds has been or being used for other area road improvements that support Upper Mag.</p>	\$ 10,000,000	
Route 288 Southbound Hard Shoulder Running Lane (Existing CVTA Project)	Goochland	Highway	Install a Hard Shoulder Running Lane, or a Part Time Shoulder Use Lane, along Southbound Route 288 from West Creek Pkwy to Huguenot Trail (Route 711)	\$ 5,000,000	•
US33/ Mountain Road Widening	Hanover	Highway	This project will widen US 33/Mountain Road from 2 to 4 lanes, from the 4 lane section (just north of the Henrico county border) to Route 660 Winns Church Road. This application will also include any improvements needed at the intersection of US 33 & Winn Church Road along with any necessary roadway improvements north of Winn Church Road to taper the widening project back down to 2 lanes.	\$20,000,000	
Fall Line Trail - Longdale Trail (Existing CVTA Project)	Henrico	Bike/Ped	The Longdale section of the Fall Line Trail will construct 3.2 miles of a 12-foot-wide asphalt multi-use trail from the intersection of Parham Road and Cleveland Street to the new Woodman Road Extension. This work will be a part of The Fall Line Trail, a 43-mile north-south paved trail that will connect Ashland to Petersburg. Additional design features for the Longdale Phase may include pedestrian accommodations at the intersections of Cleveland Street with Hungary Road and Parham Road, major trailheads with parking at the corner of Cleveland Street and Athens Road and the Longdale Recreation Center, as well as multiple minor trailheads and community connector trails throughout the trail alignment.	\$ 6,000,000	•

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
I-95 and Parham Rd Interchange Improvements	Henrico	Highway	This project will reconfigure the I-95 at Parham Road full cloverleaf interchange to a diverging diamond interchange to create a safer and more efficient interchange. These improvements are intended to accommodate the additional future traffic that will be generated from developments and overall growth in the area, which will potentially cause the existing interchange to be overcapacity causing even more safety issues. It will also include a separate pedestrian bridge for a shared use path across I-95 providing pedestrian and bicycle connectivity between the east and west sides of I-95. The project will additionally look at possible geometric deficiencies and bridge height improvements.	\$ 4,600,000	•
I-95 Bryan Park Interchange and Hermitage Rd Realignment	Henrico	Highway	Realignment would address safety and operational deficiencies within the I-95, I-64, and I-195 interchange and Exit 80 for Hermitage Road. An additional lane would be added from the on-ramp from I-64/I95 to I-95N and be continued for approximately 2,500 feet until merging back to the typical 3-lane I-95 section. The Hermitage Road Exit 80 off-ramp from I-95N would be closed and the Hermitage Road bridge would be replaced to allow for the additional lane on I-95N to fit under the bridge with standard lane and shoulder widths.	\$ 10,000,000	•
Woodman Road Improvements (Existing CVTA Project)	Henrico	Highway	The Woodman Road Improvements project consist of 1.75 miles of improvements to Woodman Road. The proposed roadway will consist of a four-lane typical section between Hungary Road and Mountain Road. Furthermore, there will be turn lane improvements (new southbound right-turn lane and left-turn lane extensions at Mountain Road/ Woodman Road Intersection). The improvements will include a shared use path and sidewalk along the corridor and will minimize property impacts to the maximum extent possible. Pedestrian crossings with push buttons and count down timers will be provided at each signalized intersection.	\$ 10,000,000	•

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Beulah Road Relocation	Henrico	Multimodal	Beulah Road impedes VA Army National Gaurd (VAARNG) aircraft operations by blocking aircraft taxiway access to Richmond International Airport. The proposed Beulah Road Closure & Relocation would reroute traffic away from the Sandston Readiness Center, thus allowing the VAARNG direct access to Richmond International Airport for their mission (aircraft operations).	\$ 9,150,000	
Fulton Yard Layover Facility	Henrico	Multimodal	<p>The Fulton Yard Layover Facility project will provide an overnight storage and servicing yard in the Richmond metropolitan area. This facility is necessary to support growth in passenger rail service between Richmond and Washington, D.C. from one daily round trip up to five daily round trips serving Richmond Main Street and Staples Mill Station with connections to the Northeast. It will also improve on-time performance and mitigate train congestion in the Richmond region by reducing existing deadhead movements for Amtrak trains through Acca Yard between Richmond Staples Mill Station and Richmond Main Street Station. The Fulton Yard Layover Facility Project will eliminate the deadhead movements of existing and future planned Amtrak trains through Acca Yard and accommodate Amtrak's new Airo trainsets at the new facility.</p> <p>The project is located adjacent to CSX's Fulton Yard, located on the Peninsula Subdivision of CSX between milepost (MP) CA 83 and MP CA 84 in Henrico County. The project includes design and construction of three storage tracks, one maintenance platform, a service pit covered by a canopy, upgrades to the existing railroad signal system for entering and exiting the site, roadway improvements for access into the facility, a parking lot for staff, and a site building for equipment storage and staff facilities.</p>	\$ 15,000,000	

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Pulse BRT Western Extension - Stations	Henrico	Transit	<p>This project includes the construction of the extension of GRTC's Pulse Bus Rapid Transit route from its current western terminus at Willow Lawn to the intersection of Parham Road and West Broad Street. It will include approximately four (4) miles of bus lanes shared with right-turning traffic and traffic signal modifications at fifteen (15) intersections. This project will construct thirteen (13) BRT station platforms with level boarding along West Broad Street, including a new westbound station at Willow Lawn and six (6) station pairs near Libbie Avenue, Horsepen Road/Falmouth Street, Forest Avenue/Dickens Road, Glenside Drive, Hungary Spring Road, and Parham Road.</p> <p>This funding request is specifically for the construction of 13 stations.</p>	\$ 15,000,000	•
I64 Exit 211 Diverging Diamond Interchange Project (Existing CVTA Project)	New Kent	Highway	<p>The proposed interchange configuration consists of constructing a new two-lane bridge, adjacent to the existing bridge, to carry Route 106 traffic over I-64 to facilitate the construction of a proposed Diverging Diamond Interchange. New signals will be placed along Route 106 and the I-64 ramp intersections. A shared use path will be constructed generally along the west side Route 106 for the length of the project. Additional capacity will be added along Route 106 to tie into the new bridge, taking the roadway from a three-lane undivided roadway to a four-lane divided roadway. New access will be provided to the planned Buc-ees from the westbound off-ramp.</p>	\$ 10,000,000	•

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Route 249 Dispatch Road Roundabout	New Kent	Highway	Construct a multi-lane roundabout at Route 249 (New Kent Highway) and Rt 613 (Dispatch Road) with sidewalks in the NW and SE quadrants of the roundabout. The improvements are aimed at achieving operational efficiencies and improving safety at the existing unsignalized intersection. The improvements will include the addition of an auxiliary lane in the EB direction to improve operations based on anticipated growth in the corridor. The roundabout will realign the off-set intersection and existing residential and commercial entrances, providing increased safety.	\$ 3,380,411	•
H Fall Line Trail Walmsley Boulevard to Bellemeade Road (Segment 4A) (Existing CVTA Project)	Richmond	Bike/Ped	This existing 2.1 mile Fall Line Trail project (UPC 119598) will provide multimodal transportation improvements along US Route 1 between Walmsley Boulevard to Bellemeade Road, including a shared-use path, curb and gutter, crossing improvements, signal modifications, transit stop improvements, and other streetscape amenities, following the preferred corridor as identified in VDOT's Ashland to Petersburg trail study.	\$ 18,000,000	
F Mayo Bridge Replacement (Existing CVTA Project)	Richmond	Bridge	The existing 112 year old Mayo Bridge over James River (US Route 360) is listed in the State of Good Repair program list as in "Poor" condition. The bridge provides a vital regional connection as well as urban commercial and recreational centers in the City of Richmond. The proposed project would replace the existing Mayo Bridge with a new 66-foot bridge, consisting of travel lanes, pedestrian walkways and dedicated bike lanes.	\$ 25,000,000	

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
G Arthur Ashe Boulevard Bridge	Richmond	Bridge	The existing Arthur Ashe Boulevard bridge over CSX tracks is over 75 years old and the State of Good Repair program lists the existing bridge as in "Poor" condition. The bridge provides a vital connection between regional transportation systems including I-95 and I-64 and urban and commercial centers in the City of Richmond. The proposed project is for the design and construction of the bridge replacement, which will be raised to meet standard vertical clearances and span two existing CSX railway lines and two proposed tracks (one for high-speed passenger rail and the other for a freight line). This bridge includes space for people who walk, roll, and bike.	\$ 13,000,000	
D Shockoe Valley Streets Improvements	Richmond	Highway	This project will improve multimodal safety and operations in the Shockoe Valley area off I-95 Exit 74C where Oliver Hill Way connects to Broad Street, facilitating connectivity to the urban and commercial center of Downtown Richmond. The project includes converting Oliver Hill Way and 18th Street from one-way streets to two-way streets to improve connectivity. Roundabouts at the intersections of Oliver Hill Way and Venable Street, 18th Street and Venable Street, Mosby Street and Venable Street, and Mosby Street/East Leigh Street/O Street will improve multimodal safety and operations by reducing the number of intersection conflict points and potential for right-angle and head-on crashes, promoting safer driver speeds, and improving safe access to services for all users regardless of age or ability. The project also provides turn lanes on Broad Street at the Oliver Hill Way intersection. Safe access for people who walk, roll, and bike will be improved with upgraded bicycle and pedestrian connections throughout the project. The project also adds complete streetscape enhancements including lighting and landscaping.	\$ 17,000,000	

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
Diamond District Development - OFF-CYCLE REQUEST	Richmond	Highway	The Diamond District Transportation Infrastructure Project – Phase 1A will deliver critical roadway, intersection, and pedestrian enhancements that support the transformation of a 67-acre underutilized area into a vibrant, mixed-use district anchored by the new 10,000-person capacity CarMax Park minor league baseball stadium, between Hermitage and Arthur Ashe Boulevard. Includes construction of new mixed-use neighborhood collector streets, including “Road A” (~920 linear feet), “Road B” (~1,220 LF), “Road C” (~620 LF), and “Road J” (~1,370 LF) and new signalized intersections where new collector “Road J” meets existing arterials Arthur Ashe Boulevard and Hermitage Road	\$ 12,961,885	
E Hull Street Phase II (Existing CVTA Project)	Richmond	Highway	This project will improve the typical section of Hull Street along the 0.5 mile stretch between Chippenham Parkway and Hey Road by providing a raised median, dedicated turn lanes, a 10’ shared-use path with 9’ buffer along the north side of the corridor, and a 5’ sidewalk with 7’ buffer along the south side of the corridor. The project will further improve multimodal safety and operations by providing safe access and crossing improvements for people that walk, bike, and ride transit at two intersections and three transit stops as well as eliminate vehicle conflict points. Hull Street is on the high injury street network and adjacent to River City Middle School.	\$ 8,000,000	

Project	Sponsor	Category	Description	Requested Funding	Meets Funding Criteria
A Belt Boulevard Transit Streetscape	Richmond	Transit	This project will provide two new bus rapid transit (BRT) dedicated transit-only lanes along E. Belt Boulevard (Route 161) between Midlothian Turnpike and Hull Street Road. The proposed BRT lanes will serve the proposed GRTC Pulse North-South Bus Rapid Transit (BRT) route, an approximately 24-mile planned BRT system running from Magnolia Ridge Drive on US Route 1 in Henrico County, continuing through Downtown Richmond, crossing the Manchester Bridge, and terminating at Walmart Way on US Route 60 in Chesterfield County. This project also enhances the Belt Boulevard streetscape along the BRT route by providing a raised median and eliminating redundant entrances for improved access management and multimodal operations, and by providing a 10' shared use path with 4' buffer along the south side of the corridor and a 5' sidewalk with 4' buffer along the north side of the corridor for improved safe access for people of all ages and abilities who walk, roll, bike, or use high frequency transit. Additionally, the project will install a Pedestrian Hybrid Beacon (PHB) with ADA accessible ramps, and bike, pedestrian, and transit access improvements at eight transit stops.	\$ 2,000,000	•
Downtown Transit Hub with Clay Street Reconnection (Existing CVTA Project)	Richmond	Transit	This project aims to significantly enhance Richmond's transportation infrastructure by constructing GRTC's (Greater Richmond Transit Company) permanent Downtown Transfer Center and creating a five-block multimodal connection along East Clay Street. The restored E. Clay Street corridor will offer seamless multimodal access directly linked to the Downtown Transfer Center, which will serve as a hub for regional transit transfers, including the expanded Pulse BRT service into Henrico and Chesterfield Counties. These improvements will enhance accessibility and connectivity for pedestrians, cyclists, and transit riders between the city's urban core and GRTC's regional network.	#####	