

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.

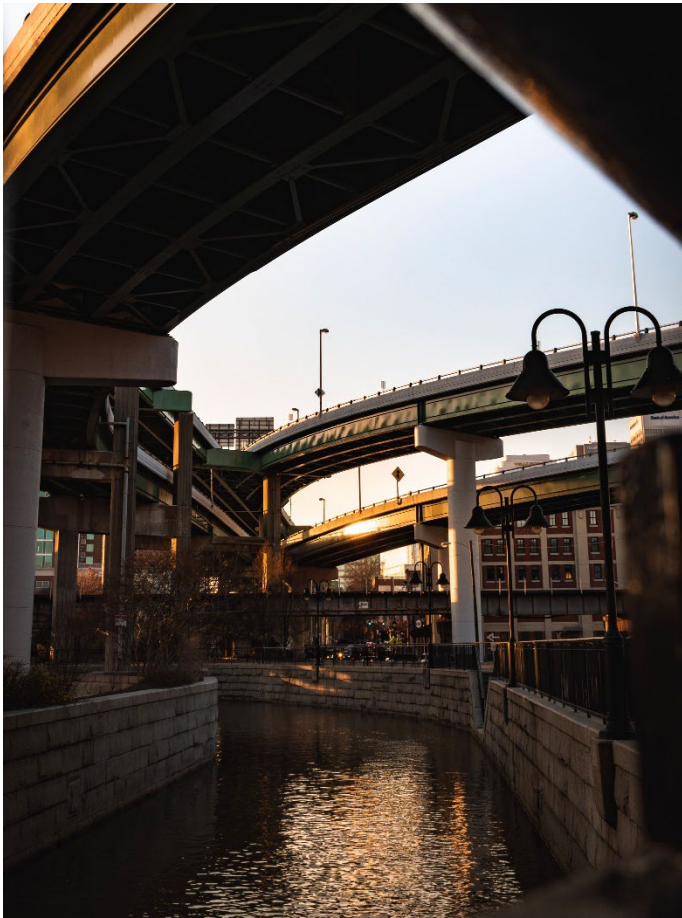


Photo: Canal Walk, Richmond VA

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

Powered By:

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Agenda

Monday, February 9, 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 January 12 Meeting Minutes](#) – page 3

(Vidunas)

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

6. Public Comment Period

(Vidunas)

7. [Final Round 4 Regional Application Scorecards](#) – page 9

(Parsons/20 minutes)

Requested action: Recommend an option for unallocated project funding considering the five options developed by the TAC and CVTA.

8. CVTA TAC Member Comments

(Vidunas/5 minutes)

9. Next Meeting March 9 2026, at 1:00 p.m.

(Vidunas)

10. Adjournment

(Vidunas)

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Meeting Minutes

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

Zoom Meeting

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Beth Mertz-Guinn	X	Sheri Adams		Barbara K. Smith, Vice Chair	X
Goochland County				Chessa Walker (A)	X
Austin Goyne	X	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		Chet Parsons	X	Myles Busching	X
Joe Dillard (A)	X			Dorian Allen (A)	X
		VDOT		RMTA	
VDRPT		Larry Hagin	X	Joi Taylor Dean	
Tiffany T. Dubinsky	X	Liz McAdory (A)		Virginia Port Authority	
Wood Hudson (A)				Barbara Nelson	X

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) regular meeting to order at 1:06 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 December 8 and December 19, 2025 CVTA TAC Meeting Minutes

On motion by Joe Vidunas, the members of the CVTA Technical Advisory Committee voted unanimously to approve the meeting minutes as presented (voice vote).

6. Public Comment Period

Jeremy Latimer, Director of Rail Services at the Virginia Passenger Rail Authority (VPRA), presented on the Transforming Rail in Virginia Initiative, a series of projects designed to expand passenger rail service throughout the Commonwealth.

VPRA is implementing multiple rail projects between Washington D.C. and Richmond that will benefit services extending to Norfolk, Newport News, and intermediate cities. The presentation outlined how the initiative aims to improve capacity and grow service across the region.

Currently, Virginia contracts with Amtrak to provide passenger rail service. However, beginning on the date of this meeting, service is being scaled back during a five-year construction phase. During this period, the Richmond train has been extended to Newport News (with one service removed), Norfolk service has been reduced, and express buses have been added between Hampton Roads and Washington D.C. Once major projects like the Long Bridge are completed, services will be restored and expanded, including the return of the Orange Line to Richmond, expanded service to Newport News, and restoration of the third Norfolk train.

A critical component of this expansion is the need for a new rail facility at Richmond's Fulton Yard to house and service new Siemens train sets beginning in 2027. The facility would replace aging trains from 1980 with modern equipment. Currently, trains parked at Staples Mill must travel to Main Street Station for servicing, creating deadhead movements that conflict with CSX freight operations. The proposed three-track facility at Fulton Yard would eliminate these movements and enable service growth at Main Street Station.

The project is currently at 60% design with an estimated total cost of \$76.3 million. VPRA is requesting \$15 million from CVTA to help leverage additional federal funds. The timeline is critical, as construction must occur in 2028-2029 to complete the facility by 2030, when other capacity improvements come online. When asked about improvements needed at Main Street Station, Latimer confirmed that no platform extensions or capacity improvements would be required to accommodate the additional trains.

The presentation was informational in nature, and the project is included in the Round 4 funding applications that were discussed later in the meeting.

7. Updated CVTA Revenue Estimates (annual projections from VDOT)

Chet Parsons presented the updated CVTA revenue estimates from VDOT, which are received annually in December and outline expected changes in the two tax sources: sales and use tax and gas tax.

Mr. Parsons explained that these revenue estimates form the foundation of regional project allocations, allowing the TAC to understand how much funding can be expected over the next six years. The estimates are presented in a standard template showing revenue projections across fiscal years, final local allocations from the previous fiscal year, and estimated regional revenue contributions by jurisdiction.

The most significant development was that the updated revenue estimates increased the available funding for Round 4 from the previously projected \$109 million to \$131 million, an increase of approximately \$22 million. This increase was factored into the regional funding scenario and formed the basis for the Round 4 scorecard allocations discussed later in the meeting.

On motion by Dironna Moore Clarke and seconded by Amy Inman, the CVTA TAC voted unanimously to recommend acceptance of 2026 CVTA revenue estimates from VDOT and incorporate them into the Round 4 Regional Funding Scenario (roll call vote).

Locality	Member	Vote
Town of Ashland	Beth Mertz-Guinn	Aye
Chesterfield County	Barbara K. Smith	Aye
Goochland County	Austin Goyne	Aye
Hanover County	Joseph Vidunas	Aye
Henrico County	Sharon Smidler	Aye
New Kent County	Amy Inman	Aye
City of Richmond	Dironna Moore Clarke	Aye

8. Final Round 4 Regional Application Scorecards

Chet Parsons presented the final Round 4 regional application scorecards, which are based on the TAC-adopted framework for scoring and ranking projects. He explained that the scorecards show how projects were evaluated across different funding categories and what funding is available for allocation.

Mr. Parsons walked through the scorecard pages starting on page 20 of the agenda packet. The first summary page shows assumptions and projected revenue for FY27 through FY32, based on the updated revenue estimates just approved. The page includes a target balance (funds retained based on the framework), available funds after the target balance is met, and allocated funds based on how projects scored.

Mr. Parsons noted that the bold item in the revenue forecast shows the remaining funding of \$131.2 million available for Round 4. The scorecards factor in leveraging updates and adjustments. The next table breaks down

splits by category, showing the total amount of requests received, the percentage of total, how many projects fit within funding limits, their costs, and any remaining unallocated funds in each category.

Parsons explained the notes at the bottom of the summary page, indicating that they completed a new CTB project review, made previous balance entry funds available, retained leveraging projects eligible for cancellation, and removed FY33 to return to the mandated six-year availability window.

The subsequent pages show individual scorecards for each project category: bike/pedestrian, bridges, highways, multimodal, transit, and preliminary engineering. Each category page shows which projects fit within the funding availability and remaining unallocated funds that roll into the overall unallocated amount.

Amy Inman, New Kent County, asked whether, given the \$48 million in remaining funds, TAC could make a recommendation on how that amount should be allocated. Mr. Parsons responded that TAC could make a recommendation if desired, but it wasn't required. He noted that there would be time for further discussion or action at the next TAC meeting on February 9th, before the authority meeting where the public hearing would take place.

Barb Smith, Chesterfield County, raised broader concerns about the approach to candidate bond projects. She noted that if the TAC continues to program funds only to projects that fit the pay-go approach, there won't be sufficient funding for large regional projects that CVTA was formed to address. She pointed out that bonding requires quick spend-down and projects need to be construction-ready, but the current framework restricts regional funds to 30% design when bonding companies want shovel-ready projects. She suggested that jurisdictions with candidate bond projects submit preliminary engineering and right-of-way cost estimates along with timelines to inform the discussion.

Austin Goyne, Goochland County, asked whether the \$48 million in remaining funds could all be spent flexibly across various categories or whether the remaining funding per each category is what's available for additional projects. Mr. Parsons clarified that the unallocated funds have historically been at the discretion of the Authority.

Sharon Smidler, Henrico County, raised a question about project leveraging rules, specifically regarding the West Broad and Parham project. She noted that the project had applied in previous rounds with CVTA regional funds and leveraging, then applied again with increased leveraging using additional local funds. She questioned whether increasing leveraging resets the application count under the framework. Mr. Parsons acknowledged this was a valid question and suggested it might be a good item to address in updating the framework document, noting that the framework currently focuses on CVTA leveraging, not local leveraging. He indicated that the

leveraging projects eligible for cancellation have been retained in the funding at this point.

Myles Busching, PlanRVA/RRTPO, clarified that between the first and second iterations of the scorecards, applicants were allowed to revise their requests, which shifted the entire calculation between categories. He explained that when asks are revised, the budget increases, category balance percentages shift, and ranks change differently, creating a holistic rework of everything. He also highlighted that one bridge project was added in the second iteration that wasn't in the earlier version due to more money becoming available.

The committee decided to present several options for use of the unallocated funds to the Finance Committee for their review and input, rather than making a formal recommendation at that time. The committee also agreed that staff would report on these options at the Finance Committee meeting two days later, and that any formal recommendations could still be made at the next TAC meeting on February 9th before the public review period begins.

On motion by Barb Smith and seconded by Dironna Moore Clarke, the CVTA TAC voted unanimously to request feedback from the Finance Committee on the following options for the unallocated project funds totaling \$48.3 million (voice vote):

- Leave the unallocated balance unprogrammed
- Allow jurisdictions with the next project on the list in each category to reduce their request to match and receive the available balance in that category
- Fund the Shockoe Valley Streets Improvements (Richmond - \$14 M) and Fulton Yard Layover Facility (Henrico/VPRA - \$15 M); split the remaining balance between the I-95 Operational Improvements (Hanover - \$9.5 M) and the Powhite Parkway Ext. 2L (Woodridge – Duval) (Chesterfield - \$9.5 M) Bond Candidate projects
- Use the unallocated balance to advance PE and RW for candidate bond projects so that they are shovel ready. To determine the recommended split of funds, request jurisdictions with submitted Bond Candidate projects to provide Preliminary Engineering (PE) and Right-of-Way (RW) estimates along with a timeline to complete all project phases. This information should be provided to CVTA staff as soon as possible, but no later than January 28.

9. CVTA Round 4 Draft Allocations Plan

Chet Parsons presented the draft allocations plan, which reflects the scorecard recommendations. The allocations are shown on pages 28 and 29 of the agenda packet and break out funding from FY27 to FY32, including all projects recommended for funding.

Mr. Parsons noted that the notes on the right-hand side of the allocation tables indicate adjustments or changes that would take place in this round. He stated

there was no action requested on this item—it was informational, similar to the scorecards presentation.

10. CVTA Round 4 Public Review and Hearing

Chet Parsons presented this item, outlining the major details being included in the public engagement materials: a recommended project list reflecting the scorecards that were presented, and illustrative supporting documentation that will be shared to inform the public about which Round 4 projects are being considered for the public hearing. Mr. Parsons then requested that TAC recommend setting the FY27 to FY32 regional revenue funding scenario public hearing for February 27th.

Mr. Parsons noted that there is another TAC meeting scheduled for February 9th, which occurs in advance of the public engagement period beginning on February 11th. He emphasized that any adjustments TAC would like to make to the recommended projects, the scoring, or other aspects could still happen before the information gets distributed for public review.

On motion by Barb Smith and seconded by Austin Goyne, the CVTA TAC voted unanimously to recommend setting the FY 2027-2032 Regional Revenue Funding Scenario public hearing for February 27, 2026, at 9am (voice vote).

11. CVTA TAC Member Comments

There were no member comments during the meeting.

9. Next Meeting: February 9, 2026, at 1:00 p.m.

10. Adjournment

Chair Vidunas adjourned the meeting at 2:08 p.m.

CVTA TAC AGENDA 2/9/26; ITEM 7.

Final Round 4 Regional Application Scorecards

Central Virginia Transportation Authority

BACKGROUND:

The January TAC agenda presented 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 staff-recommended scenario included projects that would be funded following application of the criteria contained in the adopted CVTA Regional Project Prioritization and Allocation Framework. By following the data-driven selection process, there were unallocated funds in each project category that can be directed to needs identified through the application process.

Unallocated Funds Balance:

TAC developed a list of options for the balance left unallocated after development of the staff recommended options for Round 4 funding. Those options were shared with the Finance Committee at their meeting on January 14, 2026 and then discussed at a high level with the CVTA on January 23, 2026.

As part of that discussion, the CVTA requested an additional option be added to the list that provided a new approach for distribution of the unallocated funds. This approach utilizes additional balance entry created through deallocation of funding to previous projects that do not meet the funding criteria set by the framework.

The options as requested by the CVTA include:

1. Leave the unallocated balance unprogrammed.
2. Allow jurisdictions with the next project on the list in each category to reduce their request to match and receive the available balance in that category. Those projects would include:
 - Bike-Ped: H Fall Line Trail Walmsley Boulevard to Bellemeade Road (Segment 4A) - \$18,000,000 requested, balance \$2,839,421
 - Bridge: F Mayo Bridge Replacement - \$25,000,000 requested, balance \$995,750
 - Highway: D Shockoe Valley Streets Improvements - \$17,000,000 requested, balance \$3,230,556
 - Multimodal: Beulah Road Relocation - \$9,150,000 requested, balance \$8,894,667
 - Transit: Downtown Transit Hub with Clay Street Reconnection - \$107,000,000 requested, balance \$28,670,341
 - PE-Only: Powhite Parkway Extension (Woolridge Rd - Rt 360) - \$10,000,000 requested, balance \$3,683,092
3. Fund the following projects:
 - Shockoe Valley Streets Improvements (Richmond - \$14 M) and
 - Fulton Yard Layover Facility (Henrico/VPRA - \$15 M);Then split the remaining balance between the following Bond Candidate Projects:
 - I-95 Operational Improvements (Hanover- \$9.5 M) and
 - Powhite Parkway Ext. 2L (Woolridge – Duval) (Chesterfield - \$9.5 M)
4. Use the unallocated balance to advance PE and RW for candidate bond projects so that they are shovel ready. To determine the recommended split of funds, request jurisdictions with submitted Bond Candidate projects to provide Preliminary Engineering (PE) and Right-of-Way (RW) estimates along with a timeline to complete all project phases. This information should be provided to CVTA staff as soon as possible, but no later than January 28.
5. Deallocate funding from the following projects according to the CVTA Project Prioritization Framework:
 - West Broad Street Intersection Improvements at Parham Road (Henrico - \$2,961,012),
 - Vaughan Road Overpass (Ashland - \$5,347,730), and
 - Forest Hill Avenue Phase II (Richmond - \$16,676,620).

This addition back to balance entry results in a total unallocated funding amount of \$73,299,188.

Advance the following projects to full funding using available unallocated funds:

- Shockoe Valley Street Improvements (Richmond - \$14,000,000),
- Route 1 and Ashcake Road Intersection Improvements (Ashland - \$1,375,026),
- US 33 / Mountain Road Widening (Hanover - \$15,000,000),
- Beulah Road Relocation (Henrico - \$7,924,162),
- Fulton Yard Facility (Henrico - \$15,000,000), and
- Powhite Parkway Extension - Woolridge Road to Genito Road – (Chesterfield - \$20,000,000).

REQUESTED ACTION: Recommend an option for unallocated project funding considering the five options developed by the TAC and CVTA.

CAP
Attachments

Potential Option 5 for consideration by the CVTA Finance Committee

CVTA unallocated funding = \$ 48,313,826.00

Deallocated Projects (Leveraging)

Henrico	W Broad Street Intersection Improvements at Parham Road	\$ 2,961,012.00
Ashland	Vaughn Road Overpass	\$ 5,347,730.00
Richmond	Forest Hill Avenue Phase II	\$ 16,676,620.00
New Funding Available for Round 4 =		\$ 24,985,362.00

New unallocated total = \$ 73,299,188.00

Unfunded projects to be funded with unallocated

Richmond	Shockoe Valley Street Improvements	\$ 14,000,000.00
Ashland	Rt. 1 and Ashcake Road Intersection	\$ 1,375,026.00
Chesterfield	Powhite Parkway Extension (Woolridge Rd to Genito Rd)	\$ 20,000,000.00
Hanover	US33 / Mountain Road Widening	\$ 15,000,000.00
Capital Region Airport Commission	Beulah Road Relocation	\$ 7,924,162.00
Virginia Passenger Rail Authority	Fulton Yard Facility	\$ 15,000,000.00
Total of unfunded projects to be funded with option 5 =		\$ 73,299,188.00

Remaining balance = \$ -

Note:

Projects proposed to be defunded are leveraged funding after two unsuccessful Rounds of SMART SCALE.

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	6.7%	\$ 8,839,421	1	\$ 6,000,000	\$ 2,839,421
Bridge	\$ 38,000,000	10.7%	\$ 13,995,750	1	\$ 13,000,000	\$ 995,750
Highway	\$ 136,310,922	38.2%	\$ 50,204,567	7	\$ 46,974,011	\$ 3,230,556
Multimodal	\$ 24,150,000	6.8%	\$ 8,894,667	0	\$ -	\$ 8,894,667
Transit	\$ 124,000,000	34.8%	\$ 45,670,341	2	\$ 17,000,000	\$ 28,670,341
PE Only	\$ 10,000,000	2.8%	\$ 3,683,092	0	\$ -	\$ 3,683,092
Total	\$ 356,460,922	100.0%	\$ 131,287,837	11	\$ 82,974,011	\$ 48,313,826

Unallocated \$ 48,313,826

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	\$ 356,460,922
Share	6.7%
Available Fund	\$ 131,287,837
Category Share	\$ 8,839,421
Within Limit	\$ 6,000,000
Remaining	\$ 2,839,421
<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	\$ 356,460,922
Share	10.7%
Available Fund	\$ 131,287,837
Category Share	\$ 13,995,750
Within Limit	\$ 13,000,000
Remaining	\$ 995,750
<p>Category and total excludes bond projects; includes Diamond District request</p>	

Project Title	Sponsor	Category	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	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	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	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	17.43	4.73	31.00	53.2	2	1	\$ 10,000,000	53.2	4	4	•
Woodman Road Improvements	Henrico	Highway	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	18.89	3.98	5.11	28.0	8	7	\$ 10,000,000	28.0	6	6	•
Rt. 1 Ashcake to SCL	Ashland	Highway	8.53	0.89	0.91	10.3	16	13	\$ 3,993,600	25.9	8	7	•
D Shockoe Valley Streets Improvements	Richmond	Highway	27.43	6.72	8.35	42.5	5	4	\$ 17,000,000	25.0	9	8	
Diamond District Development - OFF-CYCLE	Richmond	Highway	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	0.00	1.34	0.00	1.3	20	15	\$ 1,375,026	9.7	11	10	
B Port of Virginia Interchange	Richmond	Highway	6.81	7.20	5.08	19.1	12	10	\$ 20,296,547	9.4	12	11	
E Hull Street Phase II	Richmond	Highway	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	0.00	10.36	12.64	23.0	10	8	\$ 30,000,000	7.7	14	13	
US33/ Mountain Road Widening	Hanover	Highway	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	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	0.00	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	0.00	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	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	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	18.89	3.98	5.11	28.0	8	N/A	\$ 10,000,000	28.0	6	N/A	N/A

Category Request	\$ 136,310,922
All Requests	\$ 356,460,922
Share	38.2%
Available Fund	\$ 131,287,837
Category Share	\$ 50,204,567
Within Limit	\$ 46,974,011
Remaining	\$ 3,230,556
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	\$ 356,460,922
Share	6.8%
Available Fund	\$ 131,287,837
Category Share	\$ 8,894,667
Within Limit	\$ -
Remaining	\$ 8,894,667

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	\$ 356,460,922
Share	34.8%
Available Fund	\$ 131,287,837
Category Share	\$ 45,670,341
Within Limit	\$ 17,000,000
Remaining	\$ 28,670,341

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	\$ 356,460,922
Share	2.8%
Available Fund	\$ 131,287,837
Category Share	\$ 3,683,092
Within Limit	\$ -
Remaining	\$ 3,683,092

Category and total excludes bond projects; includes Diamond District request