



*Photo: Fountain at Downtown,
Ashland, 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, March 9, 2026 - 1:00 p.m.

Teams Meeting

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

[TEAMS 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 February 9, 2026 and February 12, 2026 Meeting Minutes – page 4

(Vidunas)

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

6. Public Comment Period

(Vidunas)

7. Teams Migration – page 15

(Nyamweya/5 minutes)

Information item.

8. Round 4 Allocations Plan – page 16

(Parsons/10 minutes)

Requested action: Recommend Central Virginia Transportation Authority adoption of the 2026 Regional Allocations Plan (roll call vote).

9. Powhatan County Project Agreement – Stavemill Rd Turn Lane – page 19

(Parsons/10 minutes)

Requested action: Recommend full Authority approval of the draft project agreement as presented (voice vote).

10. Chesterfield – Existing allocation split for SS7 – page 28

(Parsons/10 minutes)

Requested action: Review the Chesterfield County scope change for their US 60 project.

11. CVTA TAC Member Comments

(Vidunas/5 minutes)

12. Next Meeting April 13, 2026, at 1:00 p.m.

(Vidunas)

13. Adjournment

(Vidunas)

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Meeting Minutes

Monday, February 9, 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	X	Barbara K. Smith, Vice Chair	X
Goochland County				Chessa Walker (A)	X
Austin Goyne	X	Hanover County		Henrico County	
Patrick Longerbeam (A)		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	Daniel Wagner	X
				Andy Boenau (A)	
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTPPO	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	X
Joe Dillard (A)				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 1:04 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 January 12, 2026 CVTA TAC Meeting Minutes

On motion by Sharon Smidler and seconded by Barb Smith, the members of the CVTA Technical Advisory Committee voted to approve the meeting minutes as presented, with one abstention from Sheri Adams (voice vote).

6. Public Comment Period

There were no public comments at this meeting.

7. Final Round 4 Regional Application Scorecards

Chet Parsons provided an overview of the unallocated funds issue and presented five options for addressing approximately \$48 million in unallocated funds from Round 4.

The first option was to leave the unallocated balance unprogrammed for future commitment, likely in Round 5. The second option would allow jurisdictions with the next project on the list in each category to reduce their request to match available balance. The third option involved funding four projects: Shockoe Valley Street improvements, Fulton Yard layover facility, I-91/I-95 operational improvements, and the Powhite Parkway extension. The fourth option would use the unallocated balance for PE and right-of-way for bond candidate projects to make them shovel-ready, with an estimated \$122 million needed total for six candidate projects. The fifth option, which was referred back from the Authority, involved deallocation funding from three projects meeting deallocation criteria and advancing six projects to full funding.

During the discussion, when Chair Vidunas asked for confirmation about the three projects identified for defunding, Mr. Parsons confirmed that these projects had the opportunity for leveraging for two rounds and were unsuccessful. He clarified that the regional funding framework guidance directs that those funds be considered for deallocation. Importantly, he noted that while TAC's action puts the decision-making in front of the Authority, the framework guidance is designed to highlight certain projects so the Authority can determine whether to keep them advancing or follow the guidance and move toward allocation.

Mr. Parsons also outlined the process and timeline for next steps in Round 4 project selection and allocation. The staff-recommended scenario would go out for public review for 15 days, and TAC could make recommendations on the unallocated balance. A Finance Committee meeting would occur on Wednesday to share TAC recommendations, which would inform the Authority meeting on February 27th.

On motion by Amy Inman and seconded by Sharon Smidler, the CVTA TAC voted to recommend option 5 to the full Authority and the motion failed to pass (roll call vote).

Locality	Member	Vote
Town of Ashland	Beth Mertz-Guinn	Aye
Charles City County	Sheri Adams	Abstained
Chesterfield County	Barbara K. Smith	Nay
Goochland County	Austin Goyne	Nay
Hanover County	Joseph Vidunas	Nay
Henrico County	Sharon Smidler	Aye
New Kent County	Amy Inman	Aye
Powhatan County	Ligon Webb	Nay
City of Richmond	Daniel Wagner	Nay

Barb Smith made a motion to support Option 5A. Joe Vidunas seconded the motion.

Mr. Vidunas then asked if there was any additional discussion on the motion for Option 5A. After confirming there was no further discussion, he called for a roll call vote on the new motion.

On motion by Barb Smith and seconded by Joseph Vidunas, the CVTA TAC voted to recommend option 5A to the full Authority (roll call vote).

Locality	Member	Vote
Town of Ashland	Beth Mertz-Guinn	Abstain
Charles City County	Sheri Adams	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
Powhatan County	Ligon Webb	Aye
City of Richmond	Daniel Wagner	Nay

8. CVTA TAC Member Comments

During the TAC member comments item, Daniel Wagner introduced himself as the new representative for the City of Richmond at his first TAC meeting. He expressed excitement about working with the other TAC members and thanked them for having him as part of the group.

Chet Parsons provided a reminder about the public review period that would be starting on Wednesday February 11. He asked each TAC member to coordinate internally with their public information officers and other relevant staff to share information about the public review so that people in their localities would be able to tune in and participate in the process, either online or in person.

Barb Smith brought up a topic related to Smart Scale leveraging. She explained that the Chesterfield County had submitted a project along Route 60 for corridor enhancements in the last round of Smart Scale and received approximately \$22 million in CVTA regional leveraging for that

project. However, the project, which was fairly long, did not score well in Smart Scale.

For the upcoming round of Smart Scale, Ms. Smith indicated that they want to divide that project into smaller pieces so that it will compete better in Smart Scale. She noted that this essentially changes the original project that was requested from CVTA into shorter sections. She mentioned they have options where they can divide it in half and put the bulk of the CVTA money on one half to try to improve its viability for Smart Scale funding, or divide it into thirds and take the CVTA money and put it fairly equally on two-thirds of the project by submitting two projects, which is their preference.

Ms. Smith stated that she was bringing this up as an introduction and did not expect a full discussion at that time. She indicated she would like to talk about it in more detail at the next meeting in March. She framed this as an example of how the leveraging approach in the framework document is intended to work—using leveraging to change the scope or funding to move the project forward.

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

10. Adjournment

Chair Vidunas adjourned the meeting at 2:10 p.m.

Central Virginia Transportation Authority (CVTA)

Technical Advisory Committee (TAC)

Meeting Minutes

Thursday, February 12, 2026 3:00 p.m.

Zoom Meeting

Members and Alternates Present:

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Beth Mertz-Guinn	X	Sheri Adams	X	Barbara K. Smith, Vice Chair	X
Goochland County				Chessa Walker (A)	X
Austin Goyne		Hanover County		Henrico County	
Patrick Longerbeam (A)		Joseph E. Vidunas, Chair	X	Sharon Smidler	X
New Kent County		William Hardman (A)	X	Gilberto DeLeon (A)	X
Amy Inman	X	Powhatan County		City of Richmond	
		Ligon Webb	X	Daniel Wagner	X
				Andy Boenau (A)	
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTPPO	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	
Joe Dillard (A)	X			Dorian Allen (A)	X
		VDOT		RMTA	
VDRPT		Larry Hagin	X	Joi Taylor Dean	
Tiffany T. Dubinsky		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 3:02 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

Jacob Sherrod, a Henrico resident and community coordinator with Strong Towns RVA, spoke about the importance of distinguishing between reducing traffic and improving transportation. He argued that highway expansions like the Powhite Parkway extension and Shockoe Valley streets project would only temporarily reduce traffic before induced demand leads to increased congestion again. He emphasized that these projects would make roads less safe through widening and expansion. He advocated for funding transit infrastructure instead, highlighting projects like the downtown transfer station and Fulton Rail layover facility as better investments that would move more people in less space and be more financially sound.

Kevin Cianfarini, a Richmond resident and co-lead with Climate Change Makers RVA, strongly opposed redirecting unallocated CVTA funding toward road and highway expansion projects like the Powhite Parkway extension and Shockoe Bottom project. Mr. Cianfarini highlighted that properly funding transit allows moving more people with less pollution and lower costs. He noted that as a regular GRTC rider, he can attest to existing demand for high-frequency transit, with buses regularly packed outside of rush hour despite recent service cuts to the Pulse. He concluded by urging the committee to fund the full \$13.5 million match for GRTC's BUILD grant and the Fulton Rail Yard project, using transit money to give people viable transportation choices rather than funding highway expansion.

Fatima Kamara, the land use and transportation manager at Virginia Conservation Network, stated that transportation is Virginia's highest source of emissions. Based on this, she opposed highway expansion projects and encouraged funding for transit, bike and pedestrian infrastructure, and rail infrastructure.

Richard Hankins, Executive Director of the Partnership for Smart Growth, spoke in support of funding the GRTC downtown transfer station hub and the Fulton Rail Yard layover facility as smart growth options. He advocated for these projects to receive funding to help with the BUILD grant, and expressed strong support for both initiatives.

Glen Besa, Chesterfield County resident, stated that of the \$48 million in unallocated funding, \$28 million is unallocated for transit and should go to transit projects. He argued for investing in transit to expand transit opportunities across the region, noting that he lives in a community not served by transit. Besa emphasized that transit, pedestrian, and bike accommodations should be provided to serve long-time residents who pay taxes. He highlighted that projects like the Fulton Rail Yard and transfer station serve a larger population beyond just the city and should receive funding priority over projects like the Powhite Parkway, which he argued only serve new growth outside areas where most people live. He concluded that the region should

invest in people who already live there rather than subsidizing new development.

Lee Williams, City of Richmond resident and Advocacy Chair for the James Group Sierra Club, commented on the importance of strategically allocating CVTA's \$48 million surplus to maximize its impact. Williams strongly opposed spending any money on the Powhite Parkway extension or other road and highway expansion projects like Shockoe Bottom, arguing that these expansions are expensive and only lead to sprawl, stormwater problems, and increased vehicle emissions. He stated that new dollars for roads encourage car dependency and worsen traffic and congestion rather than improve it. He advocated for investing the dollars in projects that prioritize community and environmental health, such as public transit and bike-walk infrastructure. Williams highlighted that rail and bus travel produce 80% fewer greenhouse gas emissions per passenger per mile than cars, reduce traffic congestion, lower air pollution, and consume less energy. He expressed support for the Fulton Rail Yard improvements and the Downtown Transfer Station Hub project, noting that transportation emissions make up the second largest percentage of Richmond's carbon footprint. He argued that prioritizing convenient and accessible public transit reduces transportation emissions and creates economic and health benefits, including fewer work and school day losses and better health outcomes for communities disproportionately impacted by respiratory diseases.

Annika Schunn, a City of Richmond resident who grew up in Chesterfield County and works at a local housing nonprofit, shared a personal story about how relying on the bus for transportation enabled her and her partner to afford a house. Instead of spending hundreds of dollars monthly on a second vehicle, they were able to put that money toward a down payment. She expressed her support for expanding transit so more residents in the area can access this amenity. She acknowledged not being an expert on transit but noted that research shows the only way to decrease congestion and reduce strain on roads long-term is to expand public transit options. Schunn argued that every dollar spent on public transit creates value available to everyone, while every dollar spent on highways creates value accessible only to those who can afford to buy and maintain a car. She concluded by urging the committee to allocate surplus funds toward supporting and expanding public transit for the benefit of the climate, roads, and community.

There were also written public comments submitted via email, which are attached.

6. Final Round 4 Regional Application Scorecards

Chair Vidunas outlined the process for addressing the allocation of unallocated CVTA funds:

1. **Locality Presentations:** Each locality that submitted a funding option would be given an opportunity to present their option.
2. **Revisions and Amendments:** Following presentations, localities would have the opportunity to make changes, amendments, or withdraw their options if desired.

3. **Straw Poll:** A straw poll would be conducted to determine where the committee stood and identify which options had "risen to the top."
4. **Discussion:** Open discussion would follow, limited to approximately 20 minutes, noting that the committee had already spent considerable time on this matter on Monday and members were familiar with the projects, concerns, and funding issues involved.
5. **Motion and Vote:** The meeting would conclude with a motion and vote on a recommendation to move forward.

Locality Presentations

- Chesterfield County: Initially presented Option A but announced support for Option D after recent conversations.
- Hanover County: Presented Option B, noting a reduction of the Route 33 widening project request from \$20 million to \$4 million for preliminary engineering only, with plans to seek additional funding in future rounds. Expressed discomfort with removing funding from projects that scored and were slated to receive funding, as it deviates from the objective scoring process.
- New Kent County: Presented Option C, advocating for funding projects based on scoring. Supported Richmond's \$13.5 million BUILD grant match for the transit hub and the \$15 million Fulton Yard project. Noted assumptions about de-allocations from Parham Road and Forest Hill Avenue projects, and requested verification regarding Ashland's Vaughan Road overpass de-allocation. Supported Hanover's \$4 million for Route 33 PE and expressed concerns about funding the POI project, which scored near last.
- Henrico County: Presented Option D, describing it as equitable and balanced. Noted willingness to de-allocate \$10 million from the Bryant Park Interchange project given its current state and unlikely near-term implementation. Stated that most requested projects are funded, including Beulah Road in support of the airport as a regional project.
- City of Richmond: Explained the rationale for de-allocating funding from the Bryant Park Interchange project due to scope concerns and the project's current readiness status. Expressed support for Option D and Option C, while noting appreciation for collaborative discussions with Henrico.

Straw Poll Results

- Option A: 0 votes
- Option B: 1 vote
- Option C: 3 votes
- Option D: Majority support

New Kent County indicated support for Option D conditional on restoring \$13.5 million for the downtown transfer hub.

Discussion

Following discussion, the City of Richmond agreed to reduce the downtown transfer hub funding request from \$13.5 million to \$10 million as a workable minimum to support BUILD grant viability.

On motion by Barb Smith and seconded by Amy Inman, the CVTA TAC voted to recommend option D (roll call vote).

Locality	Member	Vote
Town of Ashland	Beth Mertz-Guinn	Aye
Charles City County	Sheri Adams	Aye
Chesterfield County	Barbara K. Smith	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	Daniel Wagner	Aye

7. CVTA TAC Member Comments

Joe Dillard, GRTC, speaking on behalf of himself and Frank Adarkwa from GRTC, expressed gratitude to the committee members for their partnership efforts. He stated that they were "almost at the finish line" in submitting the BUILD grant and thanked the committee for the regional partnership in ensuring the downtown transfer station project could move forward. He also thanked GRTC leadership, including Sheryl Adams and Adrienne Torres, for their support.

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

10. Adjournment

Chair Vidunas adjourned the meeting at 3:40 p.m.

Funding allocations for \$28 million / CVTA's Technical Advisory Committee

From Andrea Wieder <andreakwieder@gmail.com>

Date Thu 2/12/2026 11:38 AM

To Information CVTA <information@cvtava.org>

Dear Technical Advisory Committee (TAC) of CVTA,

It is my understanding that TAC can allocate \$28 million from the last round of funding.

Please send that money to the Fulton Rail Yard and to GRTC for the permanent downtown transfer station.

Public transportation serves all citizens, lessens pollution, creates community and makes the city a safer place all around. Expanding and improving rail services here in Richmond will contribute to solid growth for the city and expand meaningful employment opportunities for many.

Thank you, in advance, for doing the right thing!

Andrea K. Wieder

Non-driving, walker/bus rider, downtown city resident

New Virginia Majority

Regarding Transit Funding
02/11/2026

To the Central Virginia Transportation Authority Technical Advisory Committee,

My name is Don O’Keefe. I am an architect, urban planner, a Lecturer in Architecture at Harvard University, and a Richmond native and current resident. I am also a GRTC rider, walker, and cyclist. I have never owned a car, and hope never to!

I am writing in regard to the funding options of the \$48 million surplus. I would like to urge that these funds be put to use on projects that improve public transit, pedestrian, and bicycle infrastructure. Far too much has been spent on automobile infrastructure in recent decades, creating a dangerous, wasteful, and unsustainable city and region. The time to learn our lessons and change strategies is now.

In particular, I strongly oppose any money being spent on the Powhite Parkway extension. It is a hugely expensive and wasteful endeavor which will only fuel further suburbanization and sprawl.

I also oppose the Shockoe Valley Streets Improvement Project, which does not respect walkable street design and instead suburbanizes one of the oldest districts in central Richmond. Any alterations to the street grid in that area should be done to improve long-term prospects for developing a dense, walkable, and connected pedestrian network.

Good uses of the \$48 million dollars in funding would include:

- Fulton Rail yard improvements
- GRTC funding to assist with their shortfall
- GRTC funding for long term improvements to transit in greater Richmond (including a downtown transfer center)
- Other projects which help us transition away from cars and toward other options

The priority for transportation funding should not be doubling down on failed automobile-centric planning. Instead, I urge the CVTA to use these funds to help create a more sustainable, healthy, efficient, and safe transportation future for Central Virginia.

Thank you for your time.

Don O’Keefe AIA AIJ CPIJ

Lecturer in Architecture, Harvard University
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804.332.3388

Zoom to Teams migration

Dear CVTA Board and Committee Members,

We're making a change to streamline our technology and improve collaboration. Beginning in March, we'll be transitioning from Zoom Webinar to Microsoft Teams Webinar for our organization's webinars and large-scale meetings.

What does this mean for you:

- Webinar invitations will be in the Agenda Packet with a Teams link instead of Zoom.
- You'll click the Teams link to register for the webinar.
- You will be able to join via desktop app, web browser, or mobile. **You do not need to have a Microsoft account to join.**
- Features like Q&A, polling, screen share, and chat will still be available.
- Recordings will be livestreamed to the PlanRVA YouTube page.

***If you need to leave during the meeting, please click leave meeting instead of End Event. It is located in the top right corner of the meeting window.**

If you have any questions, please reach out to Sidd Kumar at skumar@planrva.org

We will provide additional guidance and support resources as we make this transition to ensure everyone feels comfortable with the new platform.

CVTA TAC AGENDA 3/9/26; ITEM 8.

2026 Regional Allocations Plan

Central Virginia Transportation Authority

BACKGROUND: As part of its duties prescribed in the Code of Virginia and under its adopted bylaws, the Central Virginia Transportation Authority is required to develop a funding plan to be supported by the revenues it receives. The specific language in the Code of Virginia is as follows:

The Authority shall adopt an annual budget and develop a funding plan to be supported by the revenues allocated under subdivision D 1 of §33.2-3701 and shall provide for such development and adoption in its bylaws. The funding plan shall provide for the expenditure of funds for transportation purposes over a four-to-six-year period and shall align with the Statewide Transportation Plan established pursuant to §33.2-353, the long-range transportation plan of Planning District 15, or the long-range transportation plans of participating localities as much as possible.

Following the February 27, 2026, adoption of a slate of projects to receive CVTA Regional Round 4 funding, staff have developed an update to the CVTA Regional Allocations Plan that meets the requirements set forth by the Code of Virginia. The 2026 Regional Allocations Plan shows all commitments of regional funds by the CVTA dating to its creation and the expected year of expenditure for those funds.

The year of expenditure was assigned following staff consultation with the locality applicant and thorough review of the application materials provided by the applicant. These materials included expected project timeframe and detailed project information.

Technical Advisory Committee members are asked to review the draft allocations plan and consider a recommendation to the full Authority for approval.

REQUESTED ACTION: Recommend Central Virginia Transportation Authority adoption of the 2026 Regional Allocations Plan

CAP
Attachments

CVTA ID	VDOT UPC(s)	Project Title	Locality	Admin	TOTAL Est	Previous CVTA	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32 CVTA	Total CVTA	Other Funds	Balance to Complete	Notes
		Fall Line Trail															
CVTA-0001	121511	#FLT - Design-Build 2	Chesterfield	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	Hanover	VDOT	\$ 17,460,000	\$ 8,381,111	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,381,111	\$ 9,078,598	\$ 291	
CVTA-0003		#FLT - C Commerce Road - Phase II	Richmond	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	Richmond	Local	\$ 12,441,459	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 9,441,459	\$ -	
CVTA-0006	124716	#FLT - Manchester Bridge	Richmond	Local	\$ 28,213,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 26,713,000	\$ -	
CVTA-0007		#FLT - Bryan Park	Richmond	Local	\$ 3,750,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 750,000	
CVTA-0008	117047	#FLT - Park St	Henrico	Local	\$ 925,000	\$ 713,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 713,000	\$ 437,000	\$ (225,000)	
CVTA-0009	118065	#FLT - Lakeside Community Trail Ph 1	Henrico	Local	\$ 2,445,000	\$ 396,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 396,504	\$ 2,076,496	\$ (28,000)	
CVTA-0010	118091	#FLT - Lakeside Community Trail Ph 2	Henrico	Local	\$ 4,466,000	\$ 803,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 803,000	\$ 3,363,217	\$ 299,783	
CVTA-0011		#FLT - Lakeside Community Trail Ph 3	Henrico	Local	\$ 4,199,000	\$ 3,073,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,073,000	\$ -	\$ 1,126,000	
CVTA-0012	118153	#FLT - Brook/Hilliard Road Diet	Henrico	Local	\$ 7,144,000	\$ 1,037,401	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,037,401	\$ 5,945,599	\$ 161,000	
CVTA-0013		#FLT - Villa Park Phase	Henrico	Local	\$ 4,397,000	\$ 3,706,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,706,000	\$ 691,000	\$ -	
CVTA-0014		#FLT - Longdale Trail	Henrico	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	Goochland	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	Goochland	VDOT	\$ 6,308,000	\$ 606,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 606,000	\$ 6,695,000	\$ (993,000)	
CVTA-0018	120444	Bottoms Bridge Park and Ride	New Kent	VDOT	\$ 3,620,263	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 3,422,216	\$ (1,953)	
CVTA-0019		Stavemill Rd Turn Lane	Powhatan	Local	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ -	
CVTA-0020	122147	Rte 288 NB Hard Shoulder Running	Powhatan	VDOT	\$ 39,561,735	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 31,561,735	\$ -	
CVTA-0021		GreenCity Connector Trail and Bridge	Henrico	Local	\$ 9,978,000	\$ 9,978,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,978,000	\$ -	\$ -	
CVTA-0022		F Manchester Connection to James River	Richmond	Local	\$ 6,344,831	\$ 3,972,364	\$ 2,372,467	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,372,467	\$ 6,344,831	\$ -	\$ -	
CVTA-0023	104888	Mayo Bridge Replacement	Richmond	VDOT	\$ 194,774,000	\$ 703,353	\$ 4,296,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,296,647	\$ 5,000,000	\$ 83,068,000	\$ 106,706,000	
		Richmond Marine Terminal Access Improvements															
CVTA-0024	123895	POV Richmond Marine Terminal Access Improvements at I-95/ Bells Road	Hanover	VDOT	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	
CVTA-0050	128657	F Part of Virginia Gateway Interchange and Streetscape Improvements	Richmond	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	Chesterfield	Local	\$ 3,696,750	\$ 3,696,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,696,750	\$ -	\$ -	
		Short Pump Area Improvements															
CVTA-0026	124222	N. Gayton Road Interchange at I-64 - NEPA	Henrico	VDOT	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000	\$ -	\$ -	
CVTA-0057	128623	Short Pump Area Improvements - N Gayton Rd Interchange	Henrico	VDOT	\$ 157,400,000	\$ 13,185,000	\$ 10,000,000	\$ -	\$ 7,500,000	\$ 5,250,000	\$ 10,161,241	\$ 17,088,759	\$ 50,000,000	\$ 63,185,000	\$ 94,215,000	\$ -	
CVTA-0027		Chippenham Parkway/RT 60 Interchange Improvements	Chesterfield	Local	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	
CVTA-0028		Rt. 301 3rd Southbound Lane	Hanover	Local	\$ 1,229,858	\$ 829,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 829,858	\$ 400,000	\$ -	
CVTA-0029		W Broad Street Intersection Improvements at Parham Road	Henrico	Local	\$ 13,988,880	\$ 1,812,787	\$ 1,148,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,148,225	\$ 2,961,012	\$ 2,000,000	\$ 9,027,868	
CVTA-0030		Rt. 1/Rt. 30 Green-T	Hanover	Local	\$ 5,554,119	\$ 4,954,119	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,954,119	\$ 600,000	\$ -	
CVTA-0031	121391	A Hull Street Phase II (US360)	Richmond	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	Hanover	Local	\$ 4,524,642	\$ 4,524,642	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,524,642	\$ -	\$ -	
CVTA-0033	123583	W Broad Street Improvements - Short Pump	Henrico	Local	\$ 25,999,970	\$ 3,230,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,230,000	\$ 22,769,970	\$ -	
		I-95/Route 10 Interchange Improvement, Phase II															
CVTA-0034	127888	I-95/Route 10 Interchange Improvement, Phase II - PE	Chesterfield	Local	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	
CVTA-0071		I-95/Route 10 Interchange Improvement, Phase II -	Chesterfield	Local	\$ 49,949,490	\$ 3,042,086	\$ -	\$ -	\$ 1,199,748	\$ 7,422,133	\$ 7,000,000	\$ -	\$ 15,621,881	\$ 18,663,967	\$ 30,535,523	\$ 750,000	
CVTA-0035		Magellan Parkway Bridge and Approach Section	Henrico	Local	\$ 18,572,000	\$ 18,572,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,572,000	\$ -	\$ -	
CVTA-0036	124712	G Broad Street Streetscape (US250) with Pulse Expansion Phase III	Richmond	Local	\$ 23,852,736	\$ 8,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800,000	\$ 15,052,736	\$ -	
CVTA-0037		Brook Road Improvements - Villa Park Dr to Hilliard Rd	Henrico	Local	\$ 10,416,000	\$ 10,416,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,416,000	\$ -	\$ -	
CVTA-0038	112974	Woolridge Road (Route 288 - Old Hundred Road) Extension	Chesterfield	Local	\$ 54,252,500	\$ 37,578,166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,578,166	\$ 16,674,334	\$ -	
CVTA-0039		Staples Mill Road Improvements	Henrico	Local	\$ 32,135,419	\$ 5,670,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,670,000	\$ 26,465,419	\$ -	
CVTA-0040	121403	Woodman Road Improvements - Mountain Rd to Hungary Rd	Henrico	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	Goochland	VDOT	\$ 61,705,316	\$ 9,962,106	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,962,106	\$ 51,743,210	\$ -	Additional Funding Recommended; replaces \$5M local funds with regional dollars
		Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening															
CVTA-0042		30% Design Phase	Chesterfield	Local	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	
CVTA-0070		Final Design to Construction Phase	Chesterfield	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	Ashland	VDOT	\$ 47,202,873	\$ 2,673,865	\$ 2,673,865	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,673,865	\$ 5,347,730	\$ 3,568,571	\$ 38,286,572	
CVTA-0044		B Forest Hill Avenue Phase II	Richmond	Local	\$ 56,887,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,887,785	CANCELLED
CVTA-0045	123915	I-64 Widening	New Kent	VDOT	\$ 522,127,470	\$ 100,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000,000	\$ 422,127,470	\$ -	
CVTA-0046	-27853	D Hull Street Shared Use Path	Richmond	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	Richmond	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	Chesterfield	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	Goochland	Local	\$ 21,937,569	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	\$ 14,437,569	\$ -	
CVTA-0051	127889	Route 250 at Route 288 Interchange Improvements	Goochland	Local	\$ 29,961,918	\$ 7,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,500,000	\$ 22,461,918	\$ -	
CVTA-0052	118155	Route 60/33/Beulah Roundabout	Henrico	Local	\$ 11,470,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 8,470,000	\$ -	
CVTA-0053		Route 60 (Village of Midlothian) Corridor Enhancements	Chesterfield	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	New Kent	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 ID	VDOT UPC(s)	Project Title	Locality	Admin	TOTAL Est	Previous CVTA	FY27	FY28	FY29	FY30	FY31	FY32	FY27 - FY32 CVTA	Total CVTA	Other Funds	Balance to Complete	Notes
CVTA-0055		Powwhite Parkway Extended, Phase I	Chesterfield	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	Hanover	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	Henrico	Local	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ -	\$ -	
CVTA-0059		Rt. 1 and Ashcake Intersection	Ashland	VDOT	\$ 8,388,669	\$ -	\$ -	\$ 1,084,070	\$ 2,604,140	\$ -	\$ -	\$ -	\$ 3,688,210	\$ 3,688,210	\$ 186,000	\$ 4,514,459	Leverage adjusted for inflation, additional attempt; additional award
CVTA-0060		US 60/VA13 Intersection Improvement	Powhatan	VDOT	\$ 10,190,338	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,190,338	\$ -	
CVTA-0061		Atlee Rd/Meadowbridge Rd Intersection Improvement (PE)	Hanover	Local	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	
CVTA-0062		North South Bus Rapid Transit (BRT)	Richmond	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
		Pulse Western Extension															
CVTA-0063		<i>Pulse Extension West (GRTC)</i>	Henrico	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		<i>Pulse BRT Western Extension - Stations</i>	Henrico	Local	\$ 15,000,000	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000	\$ 1,000,000	\$ 4,000,000	\$ 4,000,000	\$ 15,000,000	\$ 15,000,000	\$ -	\$ -	NEW PROJECT
CVTA-0064		Downtown Transit Hub	Richmond	Local	\$ 40,562,370	\$ -	\$ -	\$ 3,158,034	\$ 3,315,782	\$ 422,297	\$ -	\$ 10,000,000	\$ 16,896,113	\$ 16,896,113	\$ -	\$ 23,666,257	Leverage adjusted for inflation, additional attempt; additional \$10M awarded
CVTA-0073		I-95 and Parham Rd Interchange Improvements	Henrico	VDOT	\$ 31,157,896	\$ -	\$ 4,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,600,000	\$ 4,600,000	\$ -	\$ 26,557,896	NEW PROJECT
CVTA-0074		Route 249 Dispatch Road Roundabout	New Kent	VDOT	\$ 5,740,822	\$ -	\$ 3,380,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,380,411	\$ 3,380,411	\$ -	\$ 2,360,411	NEW PROJECT
CVTA-0075	109310	Shockoe Valley Streets Improvement	Richmond		\$ 48,272,553	\$ -	\$ 10,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 14,000,000	\$ 14,000,000	\$ -	\$ 34,272,553	NEW PROJECT
CVTA-0076		Rt. 1 - Ashcake to Southern Corporate Limits	Ashland	VDOT	\$ 43,505,555	\$ -	\$ 3,993,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,993,600	\$ 3,993,600	\$ -	\$ 39,511,955	NEW PROJECT
CVTA-0077	127924	A Belt Boulevard Transit Streetscape	Richmond	Local	\$ 33,374,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 31,374,000	\$ -	NEW PROJECT
CVTA-0078		G Arthur Ashe Boulevard Bridge	Richmond	Local	\$ 43,998,293	\$ -	\$ 6,500,000	\$ 6,500,000	\$ -	\$ -	\$ -	\$ -	\$ 13,000,000	\$ 13,000,000	\$ 27,934,498	\$ 3,063,795	NEW PROJECT
CVTA-0079		Powwhite Parkway Extended, Phase II (Woolridge Rd - Genito Rd)	Chesterfield	Local	\$ 198,339,834	\$ -	\$ 8,231,589	\$ 122,938	\$ 172,134	\$ 10,000,000	\$ 3,088,759	\$ -	\$ 21,615,420	\$ 21,615,420	\$ 3,249,000	\$ 173,475,414	NEW PROJECT
CVTA-0080		US33/Mountain Road Widening	Hanover	Local	\$ 52,510,544	\$ 2,917,877	\$ 1,082,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,082,123	\$ 4,000,000	\$ 8,950,000	\$ 39,560,544	NEW PROJECT
CVTA-0081		Beulah Rd Relocation	Henrico	Local	\$ 13,202,863	\$ -	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000,000	\$ 9,000,000	\$ 2,900,000	\$ 1,302,863	NEW PROJECT
CVTA-0082		Fulton Yard Layover Facility	Henrico	Local	\$ 69,675,032	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 1,211,496	\$ 119,283	\$ 3,669,221	\$ 15,000,000	\$ 15,000,000	\$ 10,440,000	\$ 44,235,032	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	\$ 77,400,000	\$ 75,735,000	\$ 73,840,000	\$ 71,700,000	\$ 69,230,000	\$ 66,430,000	\$ 434,335,000	\$ 862,553,138
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



STANDARD PROJECT ADMINISTRATION AGREEMENT
CVTA Regionally Funded Projects

CVTA Project ID	Project Name	UPC	Local Government
CVTA-0019	Stavemill Rd Turn Lane		Powhatan County

THIS AGREEMENT is hereby executed and made effective as of the date of the last (latest) signature set forth below, by and between the Powhatan County, VIRGINIA, hereinafter referred to as the LOCALITY and the Central Virginia Transportation Authority, hereinafter referred to as the CVTA. The CVTA and the LOCALITY are collectively referred to as the “Parties.”

WHEREAS, the LOCALITY has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown in Appendix A is hereinafter referred to as the “Project;” and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project; and

WHEREAS, the LOCALITY is committed to the development and delivery of the Project in an expeditious manner; and

WHEREAS, the Parties have concurred in the LOCALITY's administration of the Project as shown in Appendix A in accordance with applicable federal, state, and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the Parties hereto agree as follows:

1. The representations, covenants and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1.
2. The LOCALITY shall:
 - a. Be responsible for all activities necessary to complete the noted phase(s) of the Project as shown in Appendix A, as expressly required by federal, state, and local laws and regulations, or as otherwise agreed to, in writing, between the Parties. Every phase of the Project will be designed and constructed to meet or exceed current American Association of State Highway and Transportation Officials standards when the facilities are locally maintained and shall further comply with all supplementary standards established by the Virginia Department of Transportation when the facilities are maintained by the Virginia Department of Transportation.
 - b. Maintain accurate and complete records of the Project’s development and retain

documentation of all expenditures and make such information available for inspection or auditing by the CVTA upon request. Records and documentation for the Project shall be maintained for no less than three (3) years following the CVTA's acceptance of the final voucher on the Project.

- c. Submit quarterly progress and expenditure reports, and invoices with supporting documentation to the CVTA in the form prescribed by the CVTA. The supporting documentation shall include copies of vendor and contractor invoices paid by the LOCALITY, an up-to-date Project summary and schedule, and a cash flow summary of all payment requests, payments, and adjustments in a form prescribed by the CVTA.
 - d. Requests for reimbursement shall be made within 90 days after any eligible project expenses are incurred by the LOCALITY. Reimbursement for eligible expenditures shall not exceed funds allocated each year for the Project by the CVTA. Additional funds for eligible expenditures for the Project may be requested and shall be approved on case-by case basis, per paragraph 4 below.
 - e. Provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the Parties. Where the Project results in physical construction, the LOCALITY will continue to operate and maintain the Project, or have others operate and maintain the Project, in accordance with the final constructed design and applicable standards. The LOCALITY agrees that any modification of the approved design features, without the approval of the CVTA or agencies with proper oversight, may, at the discretion of the CVTA, result in restitution either physically or monetarily as determined by the CVTA.
3. The CVTA shall:
- a. Upon receipt of the LOCALITY's invoices pursuant to paragraph 2.c, reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the CVTA within 30 days of an acceptable submission by the LOCALITY.
 - b. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with applicable policies, laws, and regulations.
4. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. CVTA funding is limited to the allocated funding identified in the Appendix A of this Agreement, or other sources of funding allocated to the project by the CVTA and is allocable only upon LOCALITY's compliance with all requirements of this Agreement. In the event the cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the Project before Project costs exceed the allocated amount. Any requested increase in CVTA funding is subject to CVTA policy and procedures applicable to the funding source and is not guaranteed. If the CVTA elects to allocate additional funds, such additional funds shall be paid from

federal, state, and/or CVTA revenues, in proportions as agreed by the Parties at the time, with the goal of expending state or federal funds first before expending LOCALITY and/or CVTA revenues.

5. In the event there is a significant reduction in costs, the LOCALITY and CVTA will work reasonably and in good faith to amend Appendix A fairly to reflect the effect of the reduction, with the goal of applying the savings to supplant LOCALITY and CVTA funding commitments, and to maximize the use of federal and state funds on the Project. If federal or state funding not previously available for the Project becomes available for any portion of the Project, then the LOCALITY and CVTA will work reasonably and in good faith to fairly allocate the additional funding, with the goal of applying the additional funding to supplant LOCALITY and CVTA funding commitments, and to maximize the use of state and federal funds on the Project.
6. Nothing in this Agreement shall be construed as a waiver of the LOCALITY's or CVTA's sovereign immunity.
7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either Party, in their individual or personal capacity, for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this Agreement shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY and the CVTA shall not be bound by any agreements between either Party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY and the CVTA has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
9. This Agreement may be terminated by either Party upon 30 days advance written notice to the other Party. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraph 3.a., subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the CVTA shall retain ownership of plans and specifications. Right-of-way acquired with CVTA funding shall be transferred to the jurisdiction in which the Project is located, unless otherwise agreed. The LOCALITY may retain plans, specifications, and right-of-way if all CVTA funds expended for the project are reimbursed to the CVTA.

10. Prior to taking any action alleging breach of this Agreement, the CVTA shall provide notice to the LOCALITY with a specific description of the LOCALITY's breach of this Agreement. Upon receipt of a notice of breach, the LOCALITY will be provided the opportunity to cure such breach or to provide a plan to cure to the satisfaction to the CVTA. If, within sixty (60) days after receipt of the written notice of breach, the LOCALITY has neither cured the breach, nor is diligently pursuing a cure of the breach, then upon receipt by the LOCALITY of a written notice from the CVTA stating that the breach has neither been cured, nor is the LOCALITY diligently pursuing a cure, the CVTA may exercise any remedies it may have under this Agreement or at law or in equity.
11. The LOCALITY and CVTA acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed in accordance with its fair meaning and not strictly for or against any Party.
12. This Agreement, when properly executed, shall be binding upon both Parties, their successors, and assigns.
13. This Agreement may be modified only in writing by mutual agreement of the Parties.

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Appendix A - Locally Administered

PROJECT SCHEDULE:					
Project Details					
		Locality:	Powhatan County		
		CVTA Project Name:	Stavemill Rd Turn Lane		
		CVTA Project Number:	CVTA-0019		
		UPC Number (If Applicable):	N/A		
		CVTA Program Coordinator	Chet Parsons		
		Local Program Manager:	Sarah Dutton		
		Scope of Services:	CN		
		Allocated Project Funding Amount:	\$1,800,000		
Schedule					
Milestone				Anticipated Date	
Project Scoping Meeting				N/A	
Survey				1/11/22, 8/5/25	
Utility Designation (If Applicable)				N/A	
Geotechnical Engineering Report				N/A	
Conceptual Design Phase Submittal (If Applicable)				N/A	
Approved NEPA Document (If Applicable)				N/A	
Preliminary Design Phase Submittal				1/11/22, 8/5/25	
Citizen Information Meeting (If Applicable)				N/A	
Post Willingness (if Applicable)				N/A	
Public Hearing (If Applicable)				N/A	
Utility Field Inspection (If Applicable)				N/A	
ROW Design Phase Submittal (If Applicable)				N/A	
ROW Acquisition				N/A	
Relocate Utilities (If				N/A	

Applicable)			
Final Construction Design Phase Submittal			4/30/26
Draft Invitation for Bid Submittal			N/A
Invitation for Bid Advertisement			N/A
Environmental Permits Obtained (If Applicable)			N/A
Begin Construction			6/01/26
End Construction			6/01/27

APPENDIX B

PROJECT BUDGET & CASH FLOW

CVTA PROJECT: STAVEMILL RD TURN LANE, CVTA-0019

UPC NUMBER (IF APPLICABLE):N/A

LOCALITYPROGAM MANAGER: [●] SARAH DUTTON

<u>CONTRACTOR/SUPPLIER</u>	<u>INVOICE #</u>	<u>INVOICE DATE</u>	<u>AMOUNT</u>	<u>PAYMENT INSTRUCTIONS</u>	<u>DATE PAID</u>	<u>DRAW #:</u>
<u>REMIT TO: LOCALITY</u>	<u>SEE ATTACHED PAID INVOICE LISTING</u>	-	\$0.00	<u>REMIT TO:</u>		
-	-	-	-	0		
-	-	-	-	<u>BANK:</u>		
-	-	-	-	<u>ABA NUMBER:</u>		
-	-	-	-	<u>ACCT #:</u>		
-	-	-	-			
-	-	-	-	<u>EMPLOYER ID:</u>		
-	-	-	-			
-	-	-	-			
<u>TOTAL</u>	-	-	\$			

***IF ADDITIONAL YEARS ARE NEEDED, PLEASE SUBMIT A SEPARATE FORM WITH ADDITIONAL COLUMNS.**

THIS APPENDIX B IS CERTIFIED AND MADE AN OFFICIAL ATTACHMENT TO THE STANDARD PROJECT AGREEMENT DOCUMENTED BY THE PARTIES OF THIS AGREEMENT DATE

APPENDIX C

FORM OF PAYMENT REQUISITION

CVTA Project: _____
UPC Number (If Applicable): _____
Project Scope/Services Description: _____
Draw Request Number: _____

Date: _____, 20__

Central Virginia Transportation Authority

[●]

Attention _____, Program Coordinator:

This requisition is submitted in connection with the Standard Project Administration Agreement for Funding and Administration for the project services noted above and dated _____, 20__ (the "Agreement") between the Central Virginia Transportation Authority ("CVTA") and the LOCALITY. LOCALITY hereby requests \$ _____ of CVTA funds, to pay the costs of the project services described and set forth in Appendices A and B of the Agreement ("Project Services") and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which payment is requested.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of LOCALITY's costs of the Project Services, (ii) LOCALITY is responsible for payment to vendors/contractors, (iii) LOCALITY is not in breach or default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) tax covenants, (iv) the representations and warranties made by LOCALITY in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of LOCALITY, no condition exists under the Agreement that would allow CVTA to withhold the requested payment.

LOCALITY

By: _____
Name: _____
Title: _____

Recommended For Payment

By: _____
Name: _____
Title: CVTA Program Coordinator

CVTA TAC AGENDA 3/9/26; ITEM 10.

Split Regional Funding Allocations

Central Virginia Transportation Authority

BACKGROUND: Chesterfield plans to resubmit its Route 60 (0.08 mi E of Mt. Pisgah Dr - Old Otterdale Rd) project for Smart Scale funding consideration in Round 7. This project has approximately \$22.1 million in CVTA regional for leveraging. The project did not score well in Round 6, so the county would like to split the project into three phases and submit two of the phases this round and use the total CVTA regional for leveraging on the two phases as shown below.

The graphic on the next page illustrates the original approved project extent and the revised sections planned to be submitted for Smart Scale Round 7.

- A-D: Original project scope
- A-B: Delete from CVTA Regional project scope; county would need to resubmit for CVTA regional
- B-C: Winterfield - Coalfield – submit for Round 7 of Smart Scale
- C-D: Coalfield – Mt. Pisgah – submit for Round 7 of Smart Scale

	Project	Length	in miles	Est in M	Leveraging in M	SmSc Request	NOTES:
Option 3	Old Otterdale - Winterfield	1860	0.35	\$11.9			Splits project into three sections; two submitted this round of SmSc, using full amount of CVTA Regional for leveraging; Cuts project length by 25%
	Winterfield - Coalfield	3176	0.60	\$22.6	\$12.3	\$10.30	
	Coalfield - Mt. Pisgah	2386	0.45	\$18.1	\$9.8	\$8.30	

The existing CVTA Regional Project Selection and Allocation Framework does not address redistribution of current allocations to smaller segments of the same project. Technical Advisory Committee members are asked to review the framework and consider supporting this specific action and then plan on having a broader discussion later in 2026 regarding any adjustments to the framework that may be necessary.

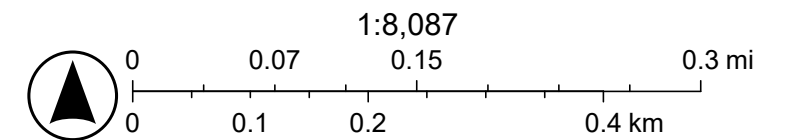
REQUESTED ACTION: Review the Chesterfield County scope change for their US 60 project.

CAP
Attachments

Rt 60 (Old Otterdale Rd - 0.08 mi E Mt Pisgah Dr) Corridor Enhancements



3/3/2026, 9:32:38 AM



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