

## **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).

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**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
	<b>New Funding Available for Round 4 =</b>	<b>\$ 24,985,362.00</b>

**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
	<b>Total of unfunded projects to be funded with option 5 =</b>	<b>\$ 73,299,188.00</b>

**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	\$ -
<b>Remaining</b>	<b>\$ 19,030,481</b>	<b>\$ 10,312,000</b>	<b>\$ 10,635,000</b>	<b>\$ 11,071,000</b>	<b>\$ 11,887,000</b>	<b>\$ 8,819,000</b>	<b>\$ 66,430,000</b>
						<b>Leverage Adj.</b>	<b>\$ 6,896,644</b>
						<b>Available</b>	<b>\$ 131,287,837</b>

**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
<b>Total</b>	<b>\$ 356,460,922</b>	<b>100.0%</b>	<b>\$ 131,287,837</b>	<b>11</b>	<b>\$ 82,974,011</b>	<b>\$ 48,313,826</b>

**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	

<b>Category Request</b>	\$ 24,000,000
<b>All Requests</b>	\$ 356,460,922
<b>Share</b>	6.7%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	\$ 8,839,421
<b>Within Limit</b>	\$ 6,000,000
<b>Remaining</b>	\$ 2,839,421
<p><b>Category and total excludes bond projects; includes Diamond District request</b></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	

<b>Category Request</b>	\$ 38,000,000
<b>All Requests</b>	\$ 356,460,922
<b>Share</b>	10.7%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	<b>\$ 13,995,750</b>
<b>Within Limit</b>	\$ 13,000,000
<b>Remaining</b>	<b>\$ 995,750</b>
<p><b>Category and total excludes bond projects; includes Diamond District request</b></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	<b>\$ 10,000,000</b>	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 - <b>OFF-CYCLE</b>	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	
<del>B Port of Virginia Interchange</del>	<del>Richmond</del>	<del>Highway</del>	<del>6.81</del>	<del>7.20</del>	<del>5.08</del>	<del>19.1</del>	<del>12</del>	<del>10</del>	<del>\$ 20,296,547</del>	<del>9.4</del>	<del>12</del>	<del>11</del>	
E Hull Street Phase II	Richmond	Highway	1.63	4.98	0.09	6.7	19	14	\$ 8,000,000	8.4	13	12	
Powhite Parkway Extension (Woolridge Rd - Genito Rd)	Chesterfield	Highway	0.00	10.36	12.64	23.0	10	8	<b>\$ 30,000,000</b>	7.7	14	13	
US33/ Mountain Road Widening	Hanover	Highway	4.78	1.32	5.94	12.0	15	12	<b>\$ 20,000,000</b>	6.0	15	14	
Rt. 1 Ashcake to SCL - <b>BOND CANDIDATE</b>	Ashland	Highway	8.53	2.50	0.94	10.3	16	N/A	\$ 43,876,861	2.4	18	N/A	N/A
Powhite Parkway Extension 2L (Woolridge to Duval) - <b>BOND CANDIDATE</b>	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 - <b>BOND CANDIDATE</b>	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 - <b>BOND CANDIDATE</b>	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 - <b>BOND CANDIDATE</b>	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 - <b>BOND CANDIDATE</b>	New Kent	Highway	18.89	3.98	5.11	28.0	8	N/A	\$ 10,000,000	28.0	6	N/A	N/A

<b>Category Request</b>	\$ 136,310,922
<b>All Requests Share</b>	\$ 356,460,922 38.2%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	<b>\$ 50,204,567</b>
<b>Within Limit</b>	\$ 46,974,011
<b>Remaining</b>	<b>\$ 3,230,556</b>

**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	

<b>Category Request</b>	\$ 24,150,000
<b>All Requests</b>	\$ 356,460,922
<b>Share</b>	6.8%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	<b>\$ 8,894,667</b>
<b>Within Limit</b>	\$ -
<b>Remaining</b>	<b>\$ 8,894,667</b>

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 - <b>BOND CANDIDATE</b>	Richmond	Transit	0.0	0.0%	4.5	0.0	0.0	15.1	19.6	3	\$ 107,000,000	1.8	3	

<b>Category Request</b>	\$ 124,000,000
<b>All Requests</b>	\$ 356,460,922
<b>Share</b>	34.8%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	<b>\$ 45,670,341</b>
<b>Within Limit</b>	\$ 17,000,000
<b>Remaining</b>	<b>\$ 28,670,341</b>

**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	

<b>Category Request</b>	\$ 10,000,000
<b>All Requests</b>	\$ 356,460,922
<b>Share</b>	2.8%
<b>Available Fund</b>	\$ 131,287,837
<b>Category Share</b>	<b>\$ 3,683,092</b>
<b>Within Limit</b>	\$ -
<b>Remaining</b>	<b>\$ 3,683,092</b>

**Category and total excludes bond projects; includes Diamond District request**