

CVTA FINANCE COMMITTEE AGENDA 01/14/26; ITEM B-2.

Final Round 4 Regional Application Scorecards

Central Virginia Transportation Authority

INTRODUCTION:

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

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

BACKGROUND:

Overview

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

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

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

These tax generated funds are to be divided accordingly:

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

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

Funding Cycle

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

Application Limits

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

Project Categories

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

Project Screening

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

Project scoring and ranking

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

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

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

Highway, Bike/Pedestrian, Studies and PE-Only

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

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

Transit, Transit Studies and Transit PE-Only

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

EPDO = Equivalent Property Damage Only
 EJ = Environmental Justice

Bridge Regional Scoring

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

Project Selection

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

Staff develops a recommended funding scenario, following these guidelines:

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

The project scorecards contained in the following pages reflect the process outlined in this memo and meet the criteria for a recommended FY 2027-2032 Regional Revenue Draft Funding Scenario

REQUESTED ACTION: Information only.

CAP

Attachments

Revenue Forecast

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

Category Splits

	Requests	% of Total	Fair Share (6-Year)	Projects within Limit (6-year)	Cost of Projects within Limit (6-Year)	Remaining Funds (6-year)
Active	\$ 24,000,000	6.7%	\$ 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 Share	\$ 356,460,922 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