

NOTES

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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)
Special Meeting Agenda
Thursday, February 12, 2026 - 3:00 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. Public Comment Period**
(Vidunas)
- 5. Final Round 4 Regional Application Scorecards** – page 3
(Parsons/20 minutes)
Requested action: Recommend an option for unallocated project funding considering the five options developed by the TAC and CVTA.
- 6. CVTA TAC Member Comments**
(Vidunas/5 minutes)
- 7. Next Meeting March 9, 2026, at 1:00 p.m.**
(Vidunas)
- 8. Adjournment**
(Vidunas)

CVTA TAC AGENDA 2/12/26; ITEM 4.

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

Option 5 Variations - CVTA Reg. Rnd 4

CVTA unallocated balance = \$ 48,313,826

Deallocated Projects (Leveraging)		Alloc. Amt.
Henrico	W. Broad St. Intersection Improv. @ Parham Rd	\$ 2,961,012
Ashland	Vaughan Rd Overpass	\$ 5,347,730
Richmond	Forest Hill Ave. Ph. II	\$ 16,676,620
		\$ 24,985,362

**Projects proposed to be deallocated are leveraged funding for two failed rounds of SMART SCALE.

Revised CVTA unallocated balance = \$ 73,299,188

Proposed Project Allocations From Unallocated Balance		Category	Est. Cost.	Original Request	Rev. Request	Option 5 (Henrico)	Option 5A (Hanover)	Option 5B (Richmond)
Ashland	Rt. 1 & Ashcake Rd Intersection	Highway	\$ 9,809,000	\$ 1,375,026	\$ 1,375,026	\$ 1,375,026	\$ 1,375,026	\$ 1,375,026
Chesterfield	Powhite Pkwy Ext. (Woolridge Rd to Genito Rd)	Highway	\$ 198,340,000	\$ 103,339,834	\$ 30,000,000	\$ 20,000,000	\$ 20,000,000	\$ 14,000,000
Hanover	Rt. 33 (Mountain Rd) Widening	Highway	\$ 52,511,000	\$ 43,560,544	\$ 20,000,000	\$ 15,000,000	\$ 20,000,000	\$ 17,500,000
Henrico (CRAC)	Beulah Rd Relocation	Multimodal	\$ 9,150,000	\$ 9,150,000	\$ 9,150,000	\$ 7,924,162	\$ 7,924,162	\$ 7,924,162
Henrico (VPRA)	Fulton Yard Facility	Multimodal	\$ 76,300,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 10,000,000	\$ 15,000,000
Henrico	*I-95 Bryan Park Interchange	Highway				\$ 10,000,000	\$ 10,000,000	\$ -
Richmond	Shockoe Valley Street Improvements	Highway	\$ 54,000,000	\$ 17,000,000	\$ 17,000,000	\$ 14,000,000	\$ 14,000,000	\$ 14,000,000
Richmond (GRTC)	Downtown Transit Hub (PE Only)	Transit				\$ -	\$ -	\$ 13,500,000
				\$ 172,425,404	\$ 75,525,026	\$ 83,299,188	\$ 83,299,188	\$ 83,299,188

*Recommended for funding in staff's allocation framework.

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