The Central Virginia Transportation Authority

- Organized in August 2020
- Nine Jurisdictions in Central Virginia plus DRPT, VDOT, CTB, GRTC, GA (2), RMTA, PoV, RIC
- Administers funds collected from gas tax and sales tax specifically for transportation purposes
- Revenues disbursed according to three categories
- Advisory committees – Finance and Technical
CVTA BACKGROUND

- Develop revenue projections with state
- Three “pots” of funds distributed
- Weighted voting based on population
- Focus on leveraging local dollars for larger investment, i.e., debt
- Functions and powers:
  - Regional prioritization of projects
  - Annual regional transit plan
  - Oversee distribution of local funds
  - Issue bonds as needed

REVENUE DISTRIBUTION

- Local 50%
- Transit 15%
- Regional 35%
TRANSPORTATION PROCESS FLOW

Long Range Plan - RRTPO

Funding Priorities & Allocation - CVTA

United Project Development
THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

YTD as of June ‘22

- Local Distribution
  - $85.6M
- GRTC Distribution
  - $25.7M
- Regional Distribution
  - $59.9M
### CVTA Revenue Projections

#### Previous years (FY21 and FY22)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Revenue (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21</td>
<td>$113.9M</td>
</tr>
</tbody>
</table>

#### Forecast years (FY23 to FY26)

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Revenue (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY23</td>
<td>$276.4M</td>
</tr>
<tr>
<td>FY24</td>
<td></td>
</tr>
<tr>
<td>FY25</td>
<td></td>
</tr>
<tr>
<td>FY26</td>
<td></td>
</tr>
</tbody>
</table>

---

*The CVTA uses a 3% discount rate. This is consistent with industry best practices.*
- Priority commitment to the Fall Line in Fall 2021
- Majority of regional revenues for FY 21 and FY 22
- Five jurisdictions
- $104 Million to leverage
- Project development process underway w/VDOT
4.8 miles – Design Build Fall 2022

8.45 miles – Design Build 2023
A motivating factor in establishing the CVTA was the region’s desire to fund regional transportation projects which were not likely to be funded through other sources due to their high project costs.

It is through this lens that the project selection and allocation process was developed. Member localities and regional transportation partners will engage in a competitive process where projects are submitted for funding. Together, the CVTA members will assess the projects’ merit and regional value before determining final allocations.
PROJECT DEVELOPMENT PROCESS

Project Applications
Develop a full inventory of regionally-significant project needs

Cost Estimates
Understand planning-level cost factors based on engineering plans and best available information. Collaboratively develop budgets to horizon year.

Performance Measures
Identify quantitative measures to assess project effectiveness and impact using key categories

Project Scoring
Score individual projects using PMs and impact data from travel demand model, EJ analysis and custom scripts

Funding Plan
Use scores and benefit/cost to rank projects and develop timebands for implementation to be included in recommended plan
# Project Scoring & Ranking

## Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, Transit, Studies, PE-Only

<table>
<thead>
<tr>
<th>Goal</th>
<th>Safety</th>
<th>Mobility</th>
<th>Accessibility</th>
<th>Economic Development</th>
<th>Equity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal Weight</td>
<td>38.5%</td>
<td>23%</td>
<td></td>
<td></td>
<td>38.5%</td>
</tr>
<tr>
<td>Performance Measure</td>
<td>Crash Frequency</td>
<td>Crash Rate</td>
<td>Person Throughput</td>
<td>Person Hours of Delay</td>
<td>Access to Destinations</td>
</tr>
<tr>
<td>Performance Measure Weight</td>
<td>70%</td>
<td>30%</td>
<td>50%</td>
<td>50%</td>
<td>30%</td>
</tr>
<tr>
<td>Description</td>
<td>Reduction in EPDO of Fatal and Injury Crashes (5-year period)</td>
<td>Reduction in EPDO of Fatal and Injury Crashes per 1 million VMT</td>
<td>Increase in Person Throughput (Peak Period)</td>
<td>Reduction in Person Hours of Delay (Peak Period)</td>
<td>Increase in average access to weighted destinations per 1,000 persons (travel time of 30 minutes for all modes) for all population</td>
</tr>
</tbody>
</table>

## Table 5: CVTA Regional Scoring for Project Category: Bridge

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

Step 1: Review Project Scores & Rankings
- Projects scored and ranked within each category by staff

Step 2: Request Annual Allocations
- Annual funding amounts available for programming to projects provided by Finance Committee

Step 3: Develop Draft Funding Scenario
- Draft funding scenario developed by staff with consideration to:
  - Funds applied proportionally to the value of requests by category
  - Balance amongst categories and jurisdictions
  - Funding for Studies and PE-only projects not exceeding 5% and 10%, respectively, of annual regional funding

Step 4: Review/Revise Draft Funding Scenario
- Funding scenario reviewed by Finance Committee and TAC
- Funding scenario revised to allow changes to leveraging amount?
  - YES
  - Recommendation by Finance Committee and TAC
  - NO
  - Public comments reviewed by Finance Committee and TAC and provided to Authority with recommendations
  - Funding scenario adopted

CVTA
Central Virginia Transportation Authority
ELIGIBLE PROJECTS

- Arterials
- Volume @ 20,000 Vehicles per Day
- Corridor of Statewide Significance
- Arterial Preservation Network
PROJECT TIMELINE
PROJECT DEVELOPMENT PROCESS

FY 23-26 Project Cycle
- 37 project applications
- 8 jurisdictions
- 31 eligible – 6 screened out
- Total project requests = $764.3M
### PROJECT DEVELOPMENT PROCESS

Prioritization by type – Highway example

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Title</th>
<th>Jurisdiction</th>
<th>Safety</th>
<th>Mobility</th>
<th>Access</th>
<th>Benefit</th>
<th>Rank</th>
<th>Request</th>
<th>Benefit/Cost</th>
<th>Category Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY23_17</td>
<td>St. 301 3rd Southbound Lane</td>
<td>Hanover</td>
<td>5.12</td>
<td>77.57</td>
<td>18.61</td>
<td>41.5</td>
<td>5</td>
<td>$829,495.85</td>
<td>497,68</td>
<td>1</td>
</tr>
<tr>
<td>FY23_26</td>
<td>W Broad Street Intersection Improvements at Parham Road</td>
<td>Henrico</td>
<td>4.62</td>
<td>0.03</td>
<td>36.05</td>
<td>40.7</td>
<td>6</td>
<td>$2,611,000</td>
<td>155,88</td>
<td>2</td>
</tr>
<tr>
<td>FY23_18</td>
<td>Rt. 609/30 Green-T</td>
<td>Hanover</td>
<td>2.55</td>
<td>0.04</td>
<td>35.9</td>
<td>35.52</td>
<td>8</td>
<td>$4,954,119</td>
<td>77,75</td>
<td>3</td>
</tr>
<tr>
<td>FY23_30</td>
<td>E Hull Street, Phase II (US360)</td>
<td>Richmond</td>
<td>13.62</td>
<td>21.19</td>
<td>13.27</td>
<td>48.08</td>
<td>4</td>
<td>$6,291,851</td>
<td>76,42</td>
<td>4</td>
</tr>
<tr>
<td>FY23_27</td>
<td>W Broad Street Improvements - Short Pump</td>
<td>Henrico</td>
<td>10.67</td>
<td>0.52</td>
<td>4.62</td>
<td>15.81</td>
<td>17</td>
<td>$3,230,000</td>
<td>48,96</td>
<td>5</td>
</tr>
<tr>
<td>FY23_19</td>
<td>Rt. 301/ Rt. 54 Roundabout</td>
<td>Hanover</td>
<td>3.32</td>
<td>0.01</td>
<td>18.35</td>
<td>21.68</td>
<td>4</td>
<td>$4,524,642</td>
<td>47,92</td>
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<tr>
<td>FY23_13</td>
<td>I-95/Route 10 interchange improvement, Phase II</td>
<td>Chesterfield</td>
<td>2.64</td>
<td>19.42</td>
<td>3.21</td>
<td>54.17</td>
<td>2</td>
<td>$7,088,282</td>
<td>73,70</td>
<td>7</td>
</tr>
<tr>
<td>FY23_14</td>
<td>I-64 at Ashland Rd. (Rte 623) Interchange</td>
<td>Goochland</td>
<td>3.71</td>
<td>0.03</td>
<td>35.89</td>
<td>39.63</td>
<td>7</td>
<td>$15,005,840</td>
<td>26,41</td>
<td>8</td>
</tr>
<tr>
<td>FY23_23</td>
<td>Magellan Parkway Bridge and Approach Section</td>
<td>Henrico</td>
<td>6.39</td>
<td>21.41</td>
<td>9.86</td>
<td>37.86</td>
<td>9</td>
<td>$18,572,000</td>
<td>20,39</td>
<td>9</td>
</tr>
<tr>
<td>FY23_34</td>
<td>G Broad Street Streetscape (US525) with Pulse Expansion Phase III</td>
<td>Richmond</td>
<td>15.64</td>
<td>0</td>
<td>0</td>
<td>15.64</td>
<td>18</td>
<td>$8,080,000</td>
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<td>10</td>
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<tr>
<td>FY23_28</td>
<td>Brook Road Improvements - Villa Park Dr to Hilliard Rd</td>
<td>Henrico</td>
<td>14.98</td>
<td>1.24</td>
<td>0</td>
<td>16.12</td>
<td>0</td>
<td>$10,461,000</td>
<td>15,48</td>
<td>11</td>
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<tr>
<td>FY23_09</td>
<td>Woolridge Road (Route 228 - Old Hundred Road) Extension</td>
<td>Chesterfield</td>
<td>5.75</td>
<td>11.25</td>
<td>35.74</td>
<td>52.74</td>
<td>3</td>
<td>$37,578,118</td>
<td>14,03</td>
<td>12</td>
</tr>
<tr>
<td>FY23_25</td>
<td>Staples Mill Road Improvements</td>
<td>Henrico</td>
<td>0</td>
<td>0.85</td>
<td>6.57</td>
<td>9.42</td>
<td>19</td>
<td>$5,670,000</td>
<td>13,09</td>
<td>13</td>
</tr>
<tr>
<td>FY23_15</td>
<td>Rte 280 - New SB Auxiliary Lane South of U.S. 250</td>
<td>Goochland</td>
<td>0.37</td>
<td>3.39</td>
<td>16.11</td>
<td>19.87</td>
<td>13</td>
<td>$6,814,969</td>
<td>11,82</td>
<td>14</td>
</tr>
<tr>
<td>FY23_22</td>
<td>Woodman Road Improvements - Mountain Rd to Hungary Rd</td>
<td>Henrico</td>
<td>11.73</td>
<td>3.14</td>
<td>11.52</td>
<td>28.59</td>
<td>11</td>
<td>$27,848,000</td>
<td>9,48</td>
<td>15</td>
</tr>
<tr>
<td>FY23_06</td>
<td>Route 360 [Woodlake Pkwy to Otterdale Rd] Widening</td>
<td>Chesterfield</td>
<td>7.04</td>
<td>0.46</td>
<td>8.73</td>
<td>18.23</td>
<td>15</td>
<td>$20,000,000</td>
<td>8,12</td>
<td>16</td>
</tr>
<tr>
<td>FY23_18</td>
<td>SB 286 Continuous HSR Lane - West Creek Parkway to Route 711</td>
<td>Goochland</td>
<td>0.17</td>
<td>7</td>
<td>22.51</td>
<td>29.68</td>
<td>10</td>
<td>$27,979,512</td>
<td>7,84</td>
<td>17</td>
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<tr>
<td>FY23_02</td>
<td>Vaughan Road Overpass</td>
<td>Ashland</td>
<td>0</td>
<td>0.12</td>
<td>18.52</td>
<td>18.66</td>
<td>14</td>
<td>$24,000,000</td>
<td>7,77</td>
<td>18</td>
</tr>
<tr>
<td>FY23_31</td>
<td>B Forest Hill Avenue Phase II</td>
<td>Richmond</td>
<td>1.09</td>
<td>3.42</td>
<td>0.02</td>
<td>4.53</td>
<td>20</td>
<td>$14,645,821</td>
<td>3,09</td>
<td>19</td>
</tr>
<tr>
<td>FY23_29</td>
<td>I-64 Widening, Exit 205 to New Kent/ James City County Line</td>
<td>New Kent</td>
<td>22.24</td>
<td>2.75</td>
<td>36.6</td>
<td>67.59</td>
<td>1</td>
<td>$396,657,519</td>
<td>170</td>
<td>20</td>
</tr>
</tbody>
</table>
PROJECT DEVELOPMENT PROCESS

Scenario development – five scenarios for FY23-26 (or FY23-28)

- Pay Go – 4 years (28 projects @ $229M)
- Pay Go – 6 years (27 projects @ $326M)
- Bonding – 4 years (23 projects @ $303M)
- Bonding – 6 years (27 projects @ $391M)
- Pay Go – Reduced reserve (30 projects @ $276M)

* I-64 Widening Project not included in Pay Go 4 scenarios – partial in others (total request $396M)
Regional Leaders Seek Public Comments for $276.4 million in Transportation Investments

Richmond, VA. (April 14, 2022) – Local leaders across Central Virginia will soon make funding decisions committing four years of regional revenue worth an estimated $276.4 million to improve regional bike, pedestrian, bridge and highway infrastructure, but first they want public input.

The Central Virginia Transportation Authority is seeking feedback on a funding scenario for approximately 30 projects planned for the Richmond region.

The public comment period is open until Thursday, April 28, 2022. Comments may be submitted online and during the public hearing at 8:30 a.m. on April 29.
REGIONAL PROJECTS APPROVED

Notes

- 30 projects
- $276.4 million in funding
- Bike/ped, Highway, Bridge, PE Only
- I-64 approved for future funding of $100 million outside of this grouping
NEXT STEPS

- Funding allocations
- Bonding decisions
- Updates to decision framework
- Continued local distribution
- Continued GRTC distribution
- Next cycle of regional project applications
QUESTIONS?

Email
cparsons@planrva.org

Phone
804.323.2033

YouTube
www.youtube.com/planrva