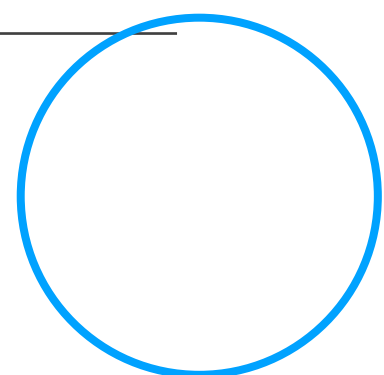


The Central Virginia Transportation Authority

STATUS UPDATE

JULY 21, 2022 -- CTAC





THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

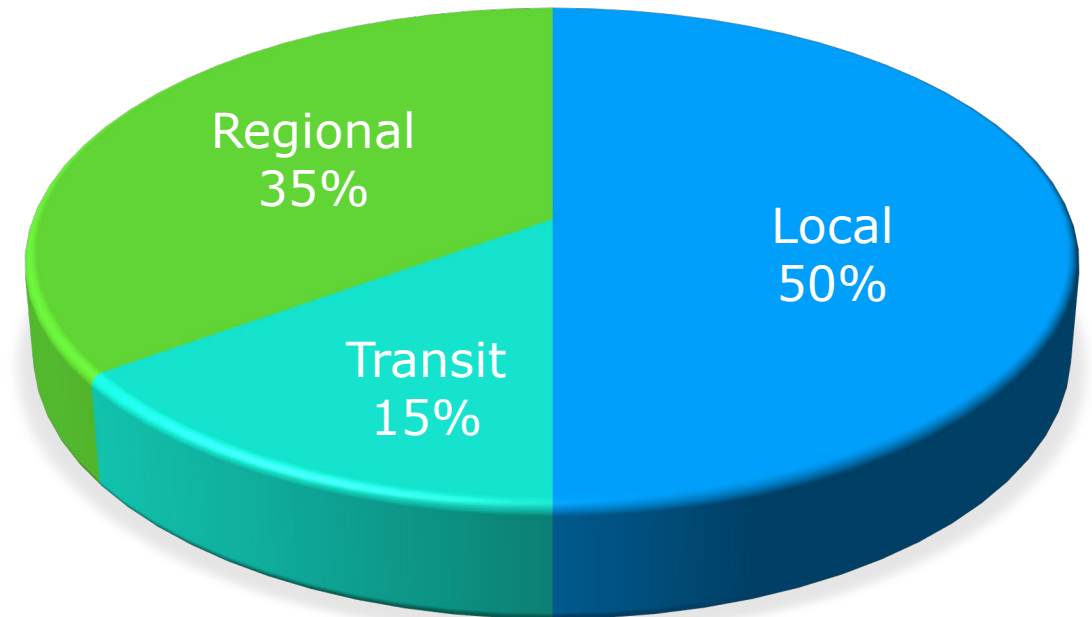
- Organized in August 2020
- Nine Jurisdictions in Central Virginia plus DRPT, VDOT, CTB, GRTC, GA (2), RMTA, PoV, RIC
- Administers funds collected from gas tax and sales tax specifically for transportation purposes
- Revenues disbursed according to three categories
- Advisory committees – Finance and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



CVTA BACKGROUND

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

REVENUE DISTRIBUTION



TRANSPORTATION PROCESS FLOW



THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

YTD as of June '22

- Local Distribution
 - \$85.6M
- GRTC Distribution
 - \$25.7M
- Regional Distribution
 - \$59.9M

	June Tax Activity	July Tax Activity	August Tax Activity	September Tax Activity	October Tax Activity	November Tax Activity	December Tax Activity	YTD
Local Distribution Fund								
Receipt of Taxes:								
Sales and Use Tax	\$ 11,563,283	\$ 11,295,839	\$ 18,227,859	\$ 12,495,742	\$ 12,860,064	\$ 15,168,693	\$ 10,554,766	\$ 92,166,246
Local Fuels Tax	4,067,844	4,268,684	4,371,054	4,036,852	4,374,140	4,176,554	4,124,713	29,419,841
Total Receipt of Taxes	15,631,127	15,564,523	22,598,912	16,532,595	17,234,204	19,345,246	14,679,479	121,586,087
Cash Outflows & Transfers:								
Transfers:								
Operating Fund	5,470,894	5,447,583	7,909,619	5,786,408	6,031,971	6,770,836	5,137,818	42,555,130
Regional Fund	2,344,669	2,334,678	3,389,837	2,479,889	2,585,131	2,901,787	2,201,922	18,237,913
Payments to GRTC	7,815,563	7,782,261	11,299,456	8,266,297	8,617,102	9,672,623	7,339,740	60,793,043
Total transfers								
Local Distributions:								
Ashland	27,834	26,559	37,663	26,670	29,411	31,359	24,239	203,734
Charles City	56,427	50,127	74,141	56,682	54,316	44,275	33,538	369,507
Chesterfield	2,235,322	2,230,916	3,285,422	2,374,890	2,482,354	2,820,537	2,135,168	17,564,609
Goochland	192,114	197,487	268,013	189,094	212,656	222,254	166,635	1,448,254
Hanover	1,127,091	1,101,201	1,561,622	1,105,802	1,219,475	1,300,224	1,005,019	8,420,434
Henrico	2,446,724	2,655,212	3,709,787	2,713,009	2,750,068	3,195,908	2,309,063	19,779,771
New Kent	196,782	185,507	231,243	178,834	206,095	194,833	169,883	1,363,177
Powhatan	189,972	154,086	254,315	189,676	185,372	213,638	159,491	1,346,550
Richmond	1,343,298	1,181,166	1,877,249	1,431,640	1,477,355	1,649,595	1,336,705	10,297,007
Total local distributions	7,815,563	7,782,261	11,299,456	8,266,297	8,617,102	9,672,623	7,339,740	60,793,043
Local Distribution Fund ending balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Fund								
Beginning balance, July 1, 2021	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186,942
Transfer from Local Distribution Fund	11,889	-	(82,402)	40	50	(73,212)	57	500,000
Prior year accounts payable	-	-	35	40	50	50	57	11,889
Payment of operating costs	-	-	30	40	50	50	57	(155,702)
Interest income	-	-	30	40	50	50	57	300
Operating Fund ending balance	\$ 511,889	\$ 30	\$ (82,366)	\$ 40	\$ 50	\$ 50	\$ 57	\$ 543,429
Regional Fund								
Beginning balance, July 1, 2021	\$ 5,470,894	\$ 5,447,583	\$ 7,909,619	\$ 5,786,408	\$ 6,031,971	\$ 6,770,836	\$ 5,137,818	\$ 47,741,073
Transfer from Local Distribution Fund	6,760	2,792	3,308	4,918	6,509	8,131	17,486	42,555,130
Interest income	-	-	-	-	-	-	-	49,905
Regional Fund ending balance	\$ 5,477,655	\$ 5,450,375	\$ 7,912,927	\$ 5,791,326	\$ 6,038,480	\$ 6,778,968	\$ 5,155,304	\$ 90,346,108

Notes:
 * Local fuels tax effective July 1, 2020 / S&U tax effective October 1, 2020
 * Activity month is reported. CVTA receives funds three months after the activity month

CVTA REVENUE PROJECTIONS

Adjusted Revenue Forecasts based on VDOT Projections
Central Virginia Transportation Authority

	December 2020 VDOT Forecast (million)			Adjusted Forecast* (million)			Change (million)			Adjusted Forecast Local Revenues (million)	Adjusted Forecast GRTC Revenues (million)	Adjusted Forecast Regional Revenues (million)	December 2021 VDOT Forecast (million)			Variance from Adjusted Forecast (million)			Regional Revenues Variance from Adjusted Forecast (million)		Adjusted Regional Forecast (01/21)
	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	50%	15%	35%	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	Amount	% Change	20%
2022	\$140	\$60	\$200	\$132	\$57	\$189	(\$8)	(\$3)	(\$11)	\$94	\$28	\$66	\$128	\$58	\$181	(\$9)	\$1	(\$8)	(\$3)	-4.15%	\$63
2023	\$144	\$62	\$206	\$135	\$59	\$194	(\$9)	(\$3)	(\$12)	\$97	\$29	\$68	\$132	\$61	\$193	(\$9)	\$2	(\$1)	(\$0)	-0.58%	\$68
2024	\$147	\$63	\$210	\$138	\$60	\$198	(\$9)	(\$3)	(\$12)	\$99	\$30	\$69	\$136	\$62	\$198	(\$9)	\$2	(\$1)	(\$0)	-0.29%	\$69
2025	\$155	\$64	\$218	\$145	\$60	\$206	(\$9)	(\$3)	(\$12)	\$109	\$31	\$72	\$139	\$62	\$201	(\$6)	\$2	(\$4)	(\$2)	-2.09%	\$70
2026	\$162	\$65	\$227	\$152	\$61	\$214	(\$10)	(\$3)	(\$13)	\$107	\$32	\$75	\$140	\$63	\$203	(\$13)	\$2	(\$11)	(\$4)	-5.10%	\$71
2027	\$167	\$66	\$232	\$156	\$63	\$219	(\$10)	(\$3)	(\$13)	\$110	\$33	\$77	\$141	\$64	\$205	(\$16)	\$1	(\$15)	(\$5)	-6.69%	\$72
2028	\$171	\$67	\$238	\$161	\$64	\$225	(\$10)	(\$3)	(\$14)	\$112	\$34	\$79	\$141	\$65	\$207	(\$20)	\$1	(\$18)	(\$6)	-8.15%	\$72
TOTAL	\$1,085	\$446	\$1,532	\$1,020	\$424	\$1,444	(\$65)	(\$22)	(\$87)	\$722	\$217	\$506	\$951	\$436	\$1,387	(\$69)	\$12	(\$58)	(\$20)	-4.00%	\$485
				-6.03%	-4.85%	-5.69%										-6.81%	2.76%	-4.00%			

	Regional Revenue Contribution by Jurisdiction (million)										Total
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond		
2022	\$0.231	\$0.397	\$19.527	\$1.75	\$9.27	\$20.51	\$1.80	\$1.52	\$11.12		\$66.13
2023	\$0.238	\$0.407	\$20.054	\$1.80	\$9.52	\$21.07	\$1.85	\$1.56	\$11.42		\$67.91
2024	\$0.243	\$0.416	\$20.472	\$1.84	\$9.72	\$21.51	\$1.89	\$1.59	\$11.65		\$69.33
2025	\$0.252	\$0.432	\$21.260	\$1.91	\$10.09	\$22.33	\$1.96	\$1.66	\$12.10		\$71.99
2026	\$0.262	\$0.449	\$22.087	\$1.98	\$10.49	\$23.20	\$2.03	\$1.72	\$12.57		\$74.79
2027	\$0.268	\$0.460	\$22.652	\$2.03	\$10.75	\$23.79	\$2.09	\$1.76	\$12.89		\$76.71
2028	\$0.275	\$0.472	\$23.236	\$2.09	\$11.03	\$24.41	\$2.14	\$1.81	\$13.23		\$78.69
TOTAL	\$1.769	\$3.033	\$149.287	\$13.397	\$70.877	\$156.820	\$13.751	\$11.628	\$84.982		\$505.545

	Fiscal Year 2021 Tax Revenue		
	Sales Tax %	Fuel Tax %	Combined
Ashland	0.31%	0.42%	0.35%
Charles City	0.75%	0.28%	0.60%
Chesterfield	27.75%	33.51%	29.53%
Goochland	2.04%	4.01%	2.65%
Hanover	12.70%	16.96%	14.02%
Henrico	33.63%	25.18%	31.02%
New Kent	1.06%	6.43%	2.72%
Powhatan	2.00%	2.96%	2.30%
Richmond	19.76%	10.23%	16.81%

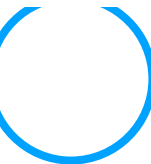
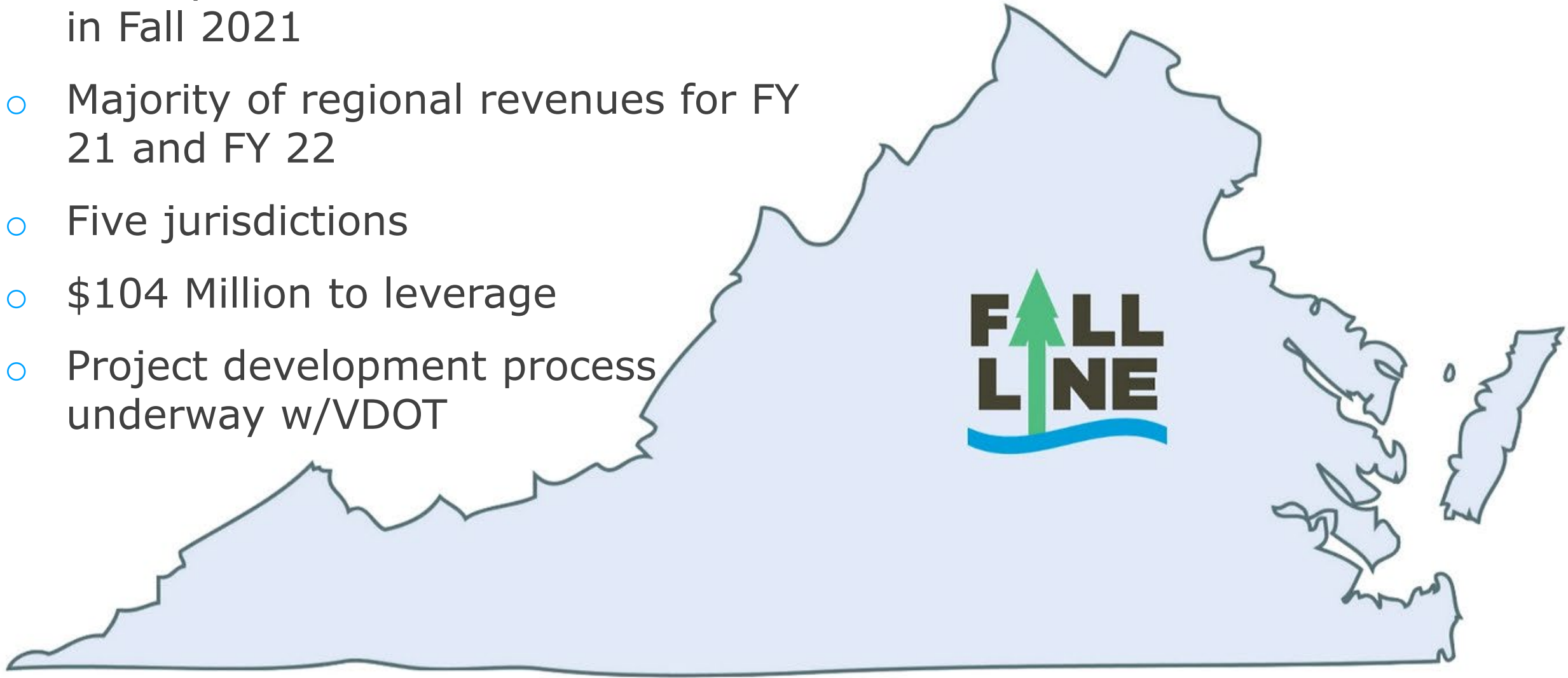
	Regional Revenue Contribution by Jurisdiction (million)										Total
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond		
2022	\$0.222	\$0.380	\$18.718	\$1.68	\$8.89	\$19.66	\$1.72	\$1.46	\$10.66		\$66.13
2023	\$0.236	\$0.405	\$19.937	\$1.79	\$9.47	\$20.94	\$1.84	\$1.55	\$11.35		\$67.91
2024	\$0.242	\$0.415	\$20.413	\$1.83	\$9.69	\$21.44	\$1.88	\$1.59	\$11.62		\$69.33
2025	\$0.247	\$0.423	\$20.816	\$1.87	\$9.88	\$21.87	\$1.92	\$1.62	\$11.85		\$71.99
2026	\$0.248	\$0.426	\$20.960	\$1.88	\$9.95	\$22.02	\$1.93	\$1.63	\$11.93		\$74.79
2027	\$0.251	\$0.429	\$21.136	\$1.90	\$10.03	\$22.20	\$1.95	\$1.65	\$12.03		\$76.71
2028	\$0.253	\$0.434	\$21.343	\$1.92	\$10.13	\$22.42	\$1.97	\$1.66	\$12.15		\$78.69
TOTAL	\$1.699	\$2.912	\$143.322	\$12.862	\$68.045	\$150.554	\$13.201	\$11.163	\$81.586		\$505.545

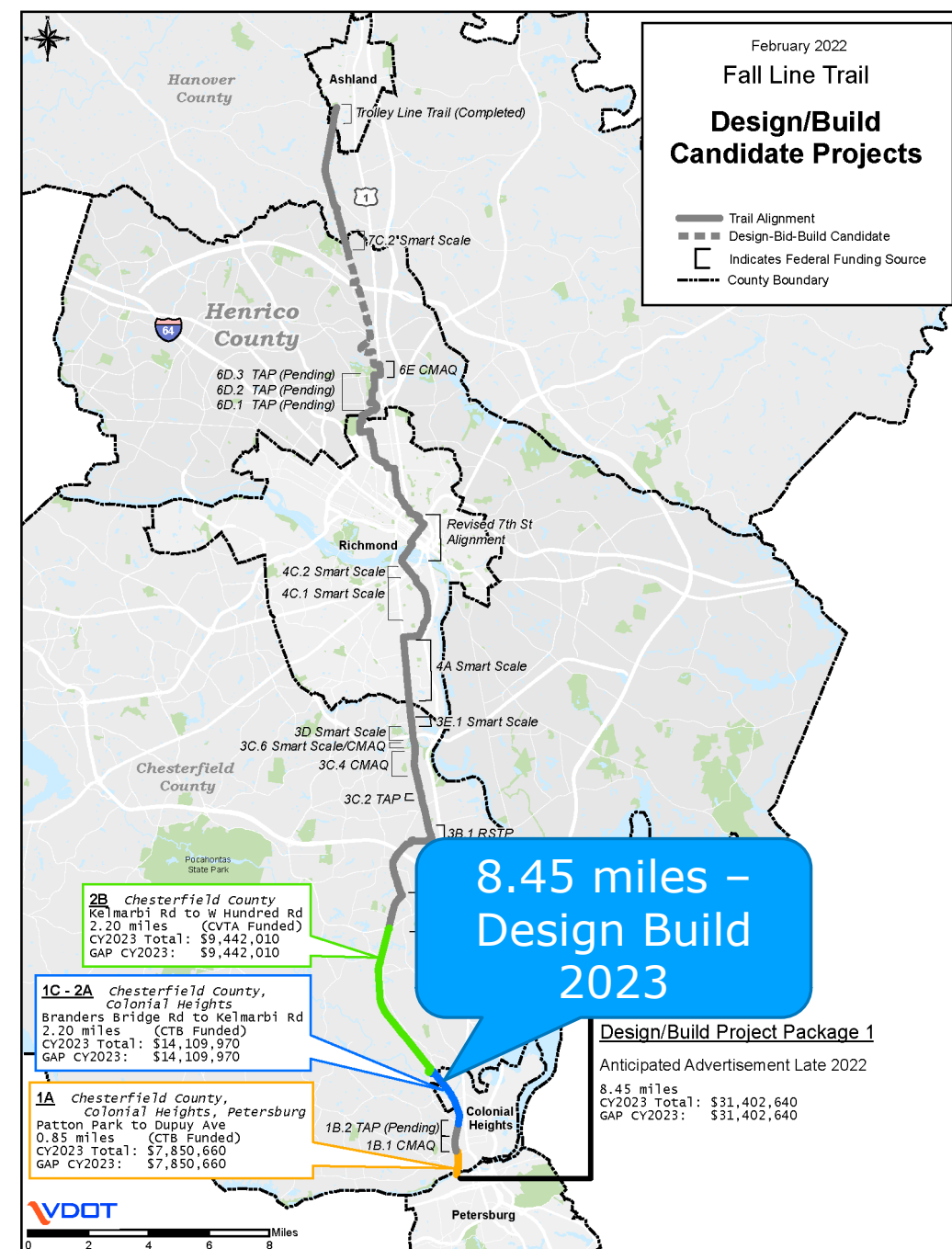
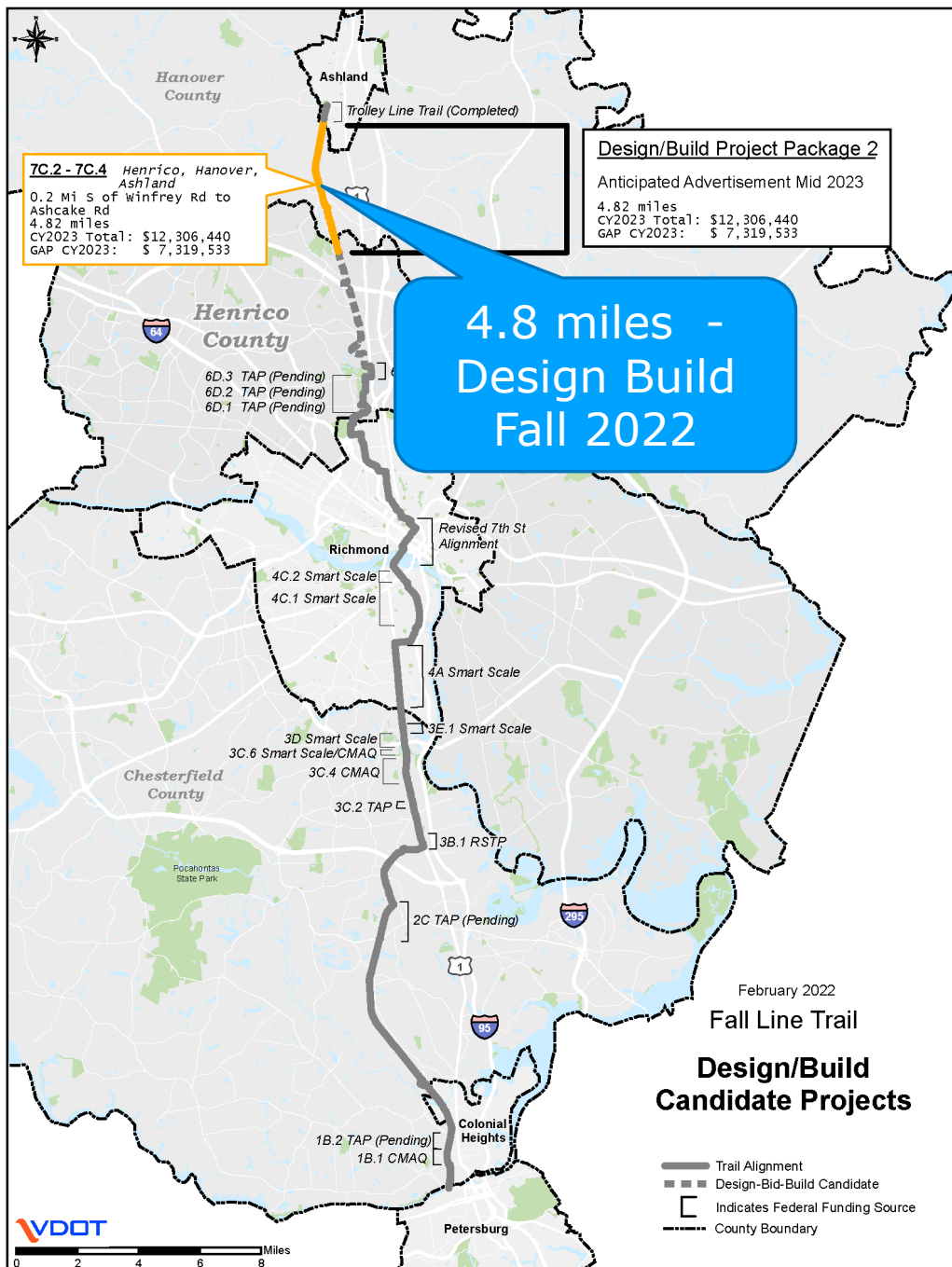
* Per VDOT's budget vs. actual report, the first quarter of fiscal year 2022 actual tax amounts are less than budget as follows:
Fuels tax is 6.03% less than budget
S&U tax is 4.85% less than budget
Total tax is 5.69% less than budget

Previous years (FY21
and FY22)
\$113.9M

Forecast years (FY23
to FY26)
\$276.4M

- 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



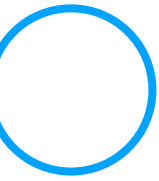




REGIONAL PROJECT SELECTION FRAMEWORK

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.

Funding Plan

Use scores and benefit/cost to rank projects and develop timebands for implementation to be included in recommended plan



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

PROJECT SCORING & RANKING

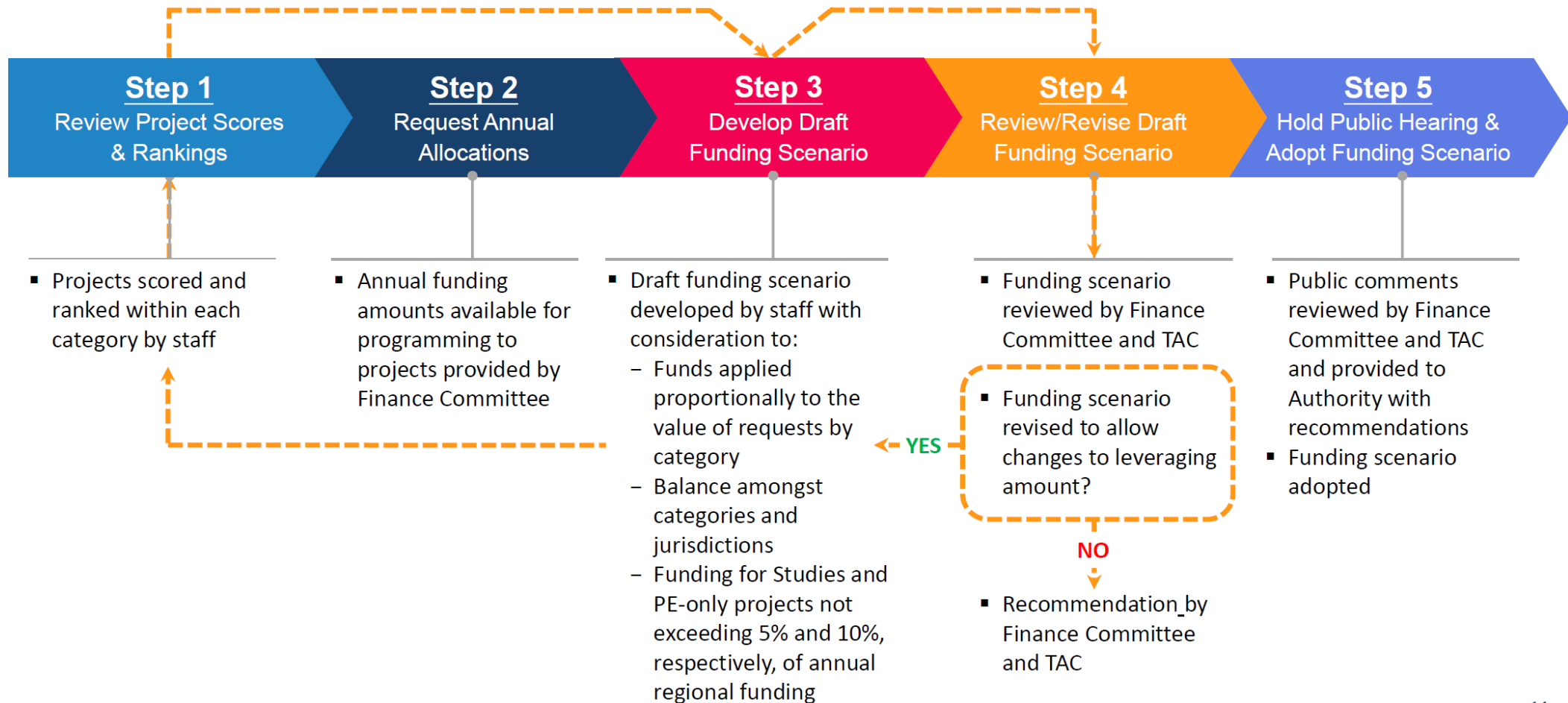
Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, Transit, Studies, PE-Only

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

Table 5: CVTA Regional Scoring for Project Category: Bridge

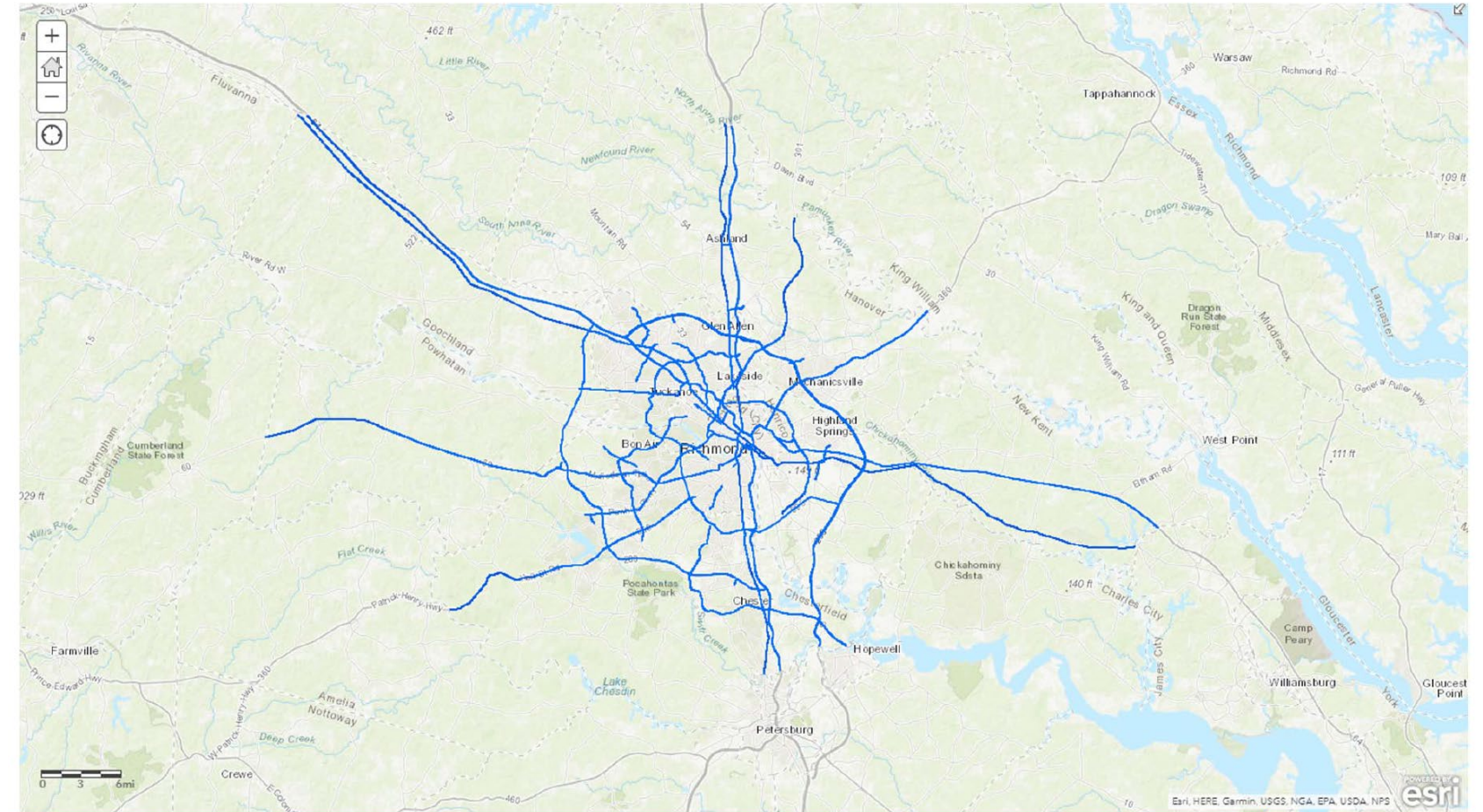
SGR Factor	Importance	Condition	Design Redundancy and Safety	Structure Capacity	Cost Effectiveness
Factor Weight	30%	25%	15%	10%	20%
Description	Traffic volume, truck traffic, detour route, future traffic volume, and key route designations	Measures overall condition of the bridge using detailed condition 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

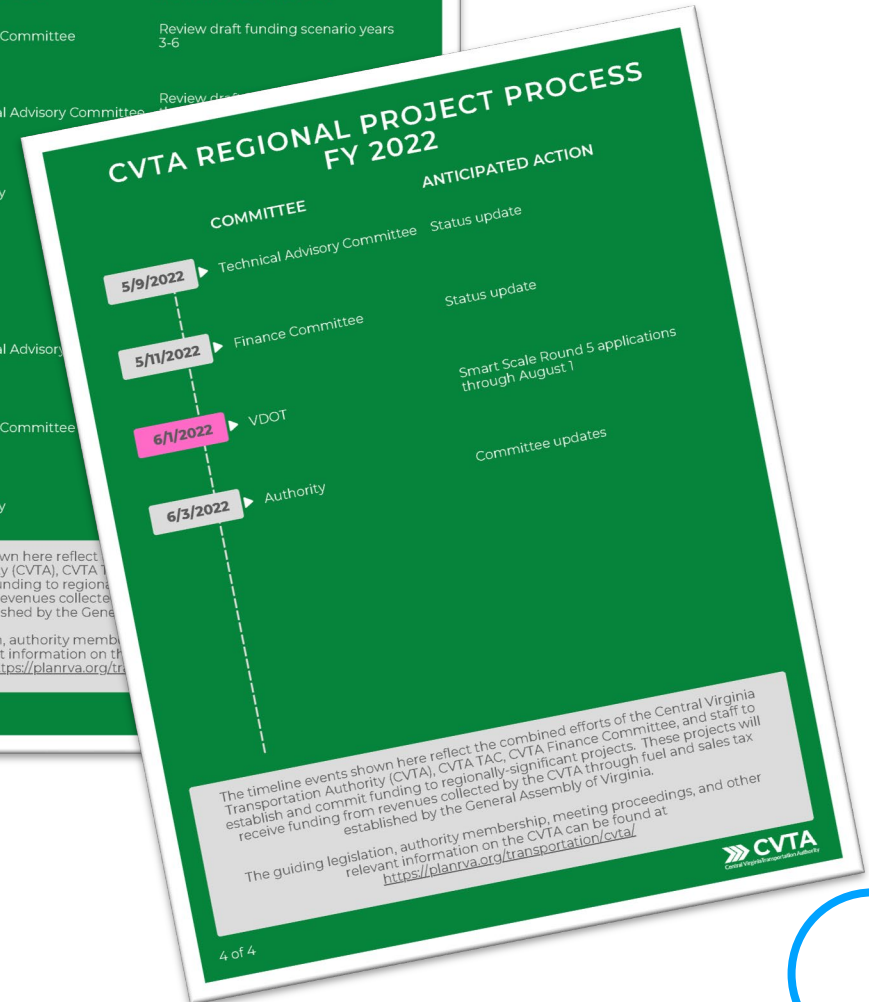
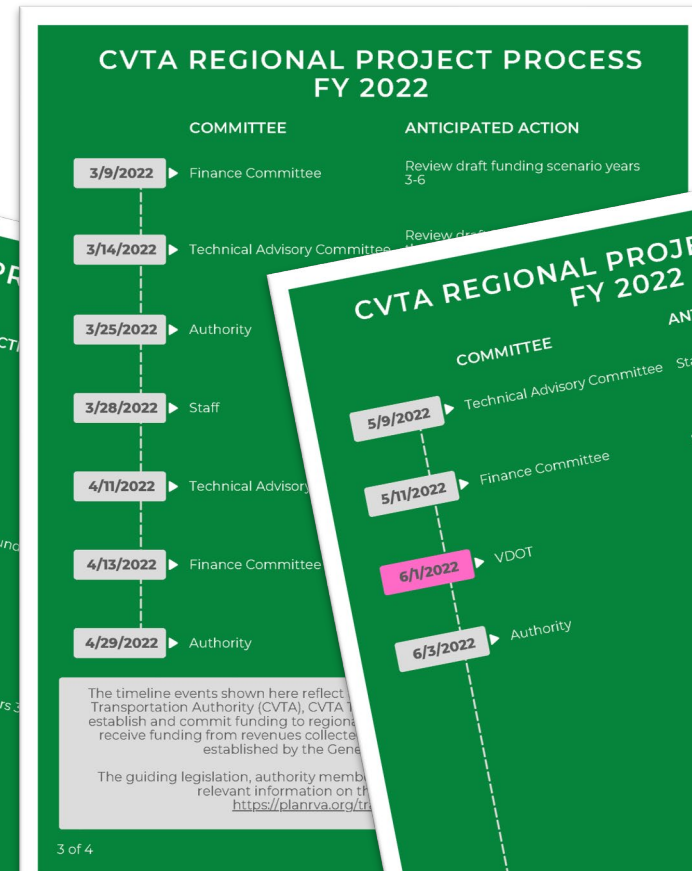
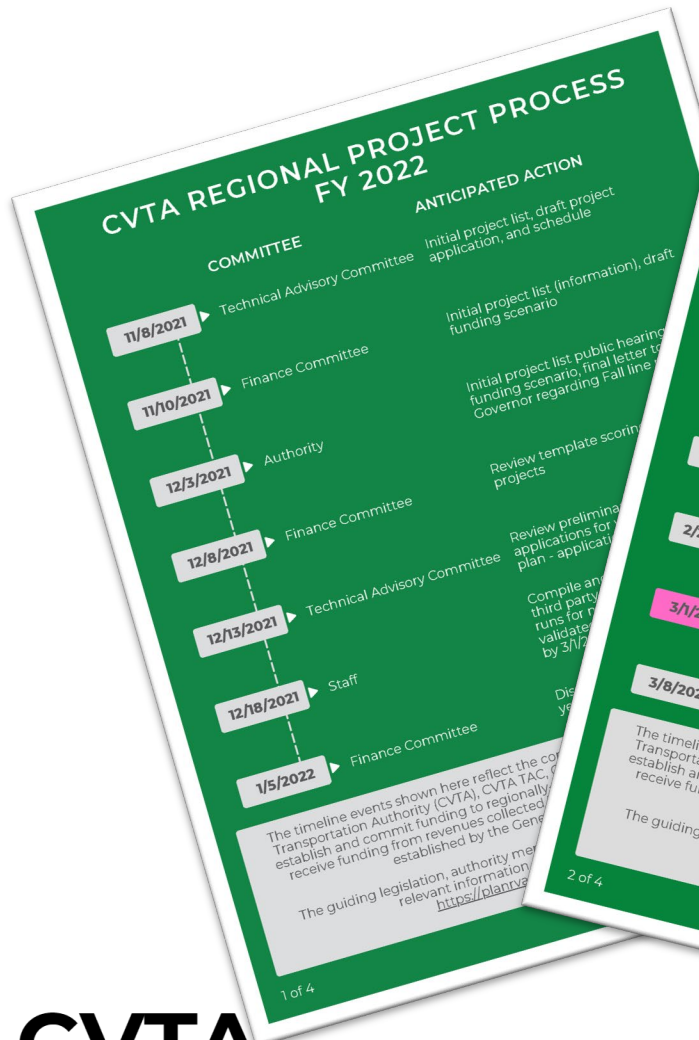


ELIGIBLE PROJECTS

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



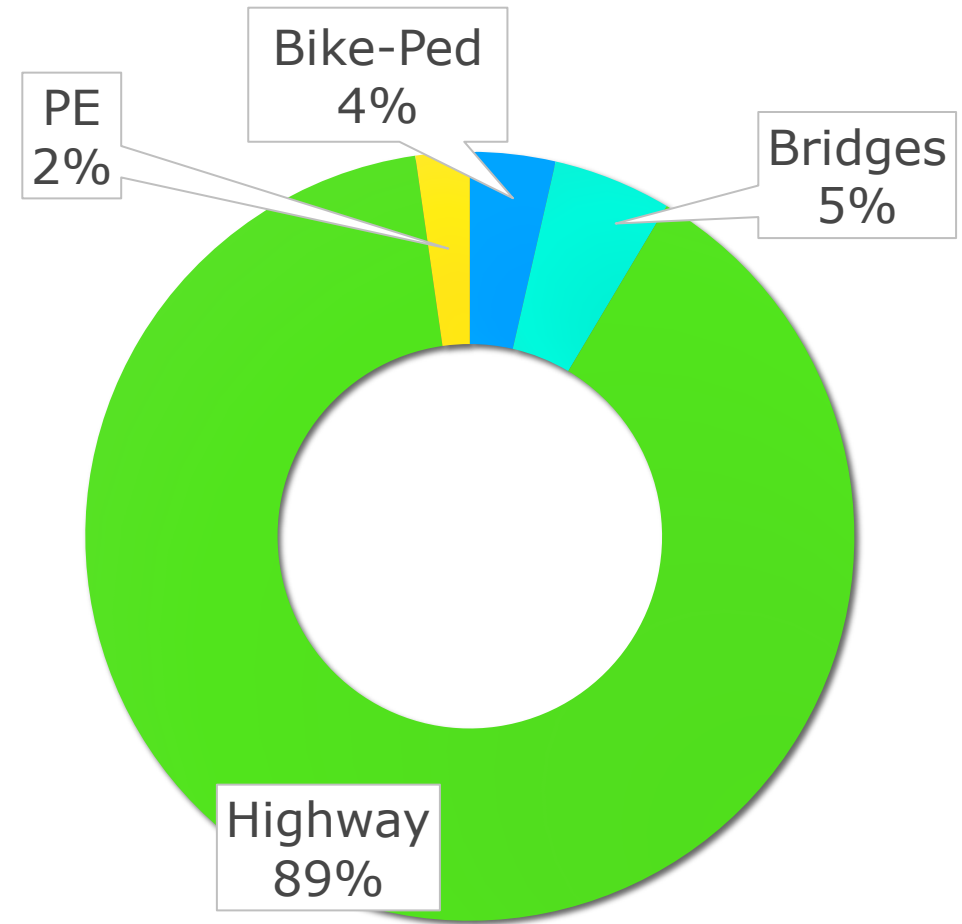
PROJECT TIMELINE



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

Project ID	Project Title	Jurisdiction	Safety	Mobility	Access	Benefit	Rank	Request	Benefit/Cost*	Category Rank
FY23_17	Rt. 301 3rd Southbound Lane	Hanover	5.12	17.57	18.61	41.3	5	\$829,858	497.68	1
FY23_26	W Broad Street Intersection Improvements at Parham Road	Henrico	4.62	0.03	36.05	40.7	6	\$2,611,000	155.88	2
FY23_18	Rt. 1/Rt. 30 Green-T	Hanover	2.58	0.04	35.9	38.52	8	\$4,954,119	77.75	3
FY23_30	A Hull Street Phase II (US360)	Richmond	13.62	21.19	13.27	48.08	4	\$6,291,851	76.42	4
FY23_27	W Broad Street Improvements - Short Pump	Henrico	10.67	0.52	4.62	15.81	17	\$3,230,000	48.95	5
FY23_19	Rt. 301/Rt. 54 Roundabout	Hanover	3.32	0.01	18.35	21.68	12	\$4,524,642	47.92	6
FY23_13	I-95/Route 10 Interchange Improvement, Phase II	Chesterfield	2.64	19.42	32.11	54.17	2	\$17,086,282	31.70	7
FY23_14	I-64 at Ashland Rd. (Rte. 623) Interchange	Goochland	3.71	0.03	35.89	39.63	7	\$15,005,840	26.41	8
FY23_23	Magellan Parkway Bridge and Approach Section	Henrico	6.59	21.41	9.86	37.86	9	\$18,572,000	20.39	9
FY23_34	G Broad Street Streetscape (US250) with Pulse Expansion Phase III	Richmond	15.64	0	0	15.64	18	\$8,800,000	17.77	10
FY23_28	Brook Road Improvements - Villa Park Dr to Hilliard Rd	Henrico	14.88	1.24	0	16.12	16	\$10,416,000	15.48	11
FY23_09	Woolridge Road (Route 288 - Old Hundred Road) Extension	Chesterfield	5.75	11.25	35.74	52.74	3	\$37,578,118	14.03	12
FY23_25	Staples Mill Road Improvements	Henrico	0	0.85	6.57	7.42	19	\$5,670,000	13.09	13
FY23_15	Rte 288 - New SB Auxiliary Lane South of U.S. 250	Goochland	0.37	3.39	16.11	19.87	13	\$16,814,989	11.82	14
FY23_22	Woodman Road Improvements - Mountain Rd to Hungary Rd	Henrico	11.73	3.14	11.52	26.39	11	\$27,848,000	9.48	15
FY23_06	Route 360 (Woodlake Pkwy to Otterdale Rd) Widening	Chesterfield	7.04	0.46	8.73	16.23	15	\$20,000,000	8.12	16
FY23_16	SB 288 Continuous HSR Lane - West Creek Parkway to Route 711	Goochland	0.17	7	22.51	29.68	10	\$37,878,512	7.84	17
FY23_02	Vaughan Road Overpass	Ashland	0	0.12	18.52	18.64	14	\$24,000,000	7.77	18
FY23_31	B Forest Hill Avenue Phase II	Richmond	1.09	3.42	0.02	4.53	20	\$14,645,821	3.09	19
FY23_29	I-64 Widening, Exit 205 to New Kent/ James City County Line	New Kent	28.24	2.75	36.6	67.59	1	\$396,887,519	1.70	20

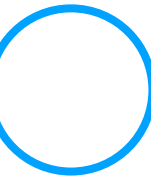
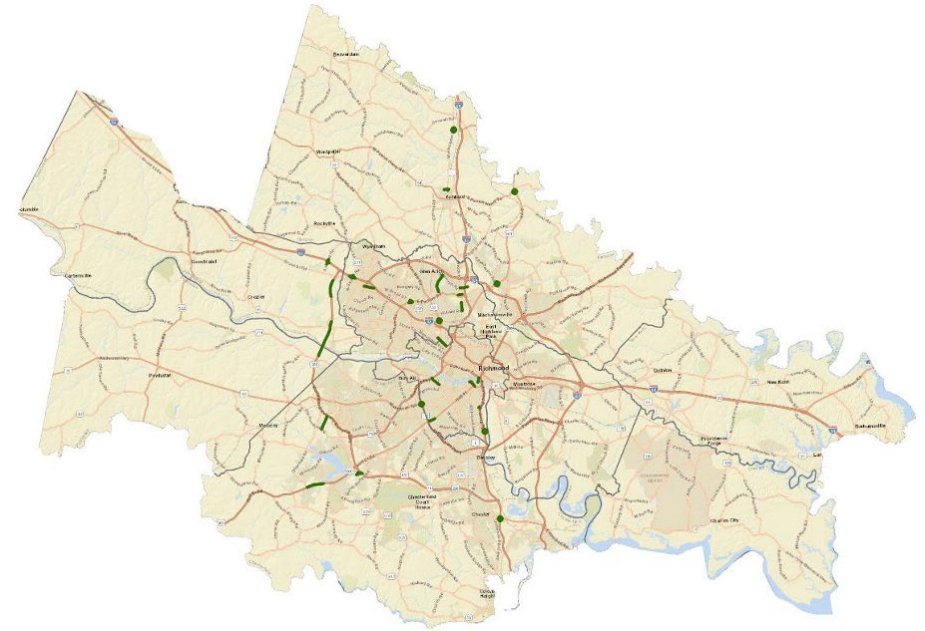


PROJECT DEVELOPMENT PROCESS

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)





PROJECT DEVELOPMENT PROCESS



e: CVTA@PlanRVA.org
p: 804.323.2033
w: CVTAva.org

FOR IMMEDIATE RELEASE

Contact: Rashaunda Lanier-Jackson
Community Engagement Manager
RLJackson@planrva.org
804-323-2033 ext. 113 (main)

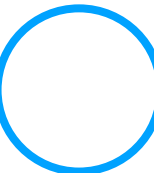
Regional Leaders Seek Public Comments for \$276.4 million in Transportation Investments

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.

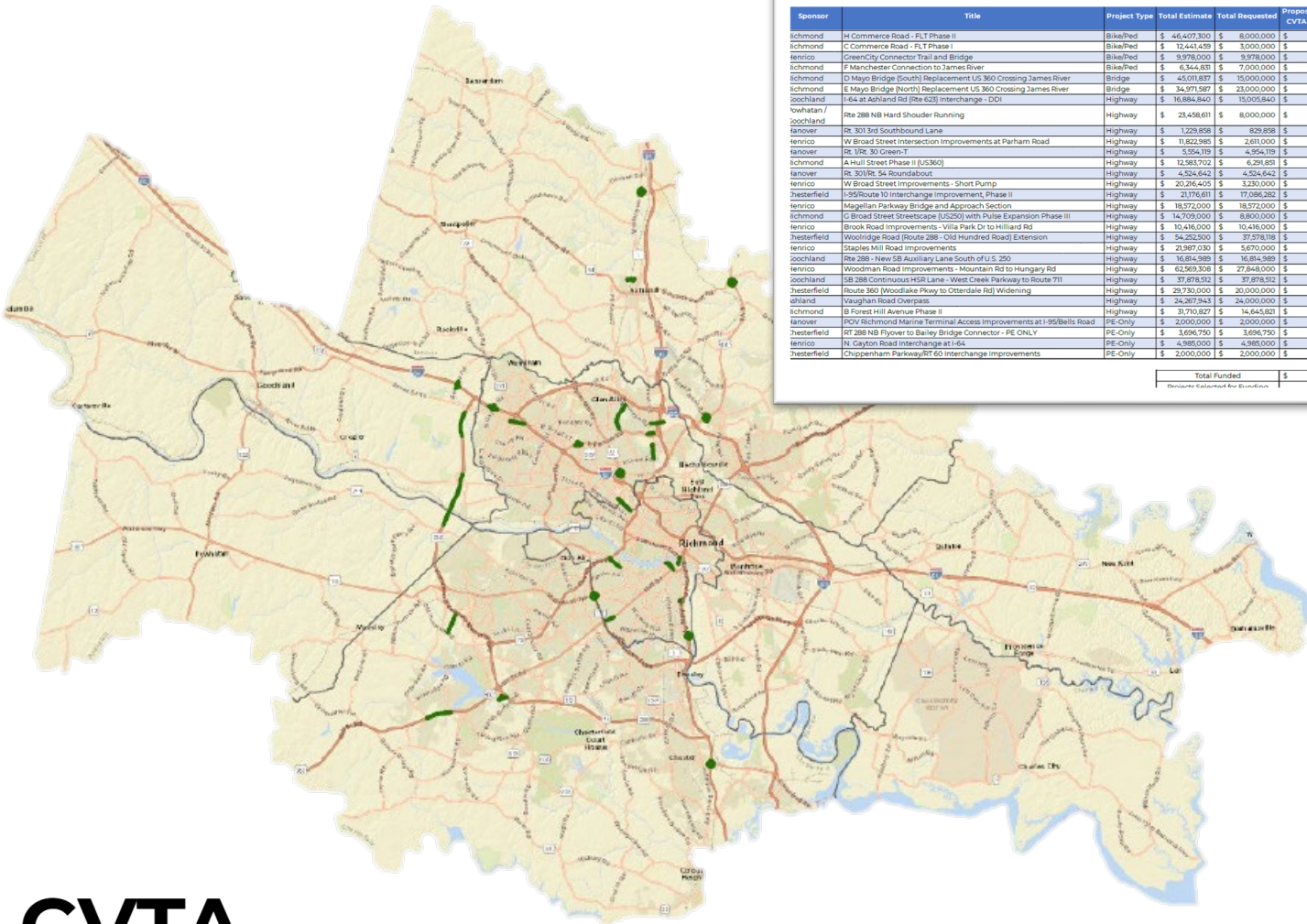
The Central Virginia Transportation Authority is seeking feedback on a funding scenario for approximately 30 projects planned for the Richmond region.

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

- Public hearing April 29 @ 8:30am



REGIONAL PROJECTS APPROVED




Sponsor	Title	Project Type	Total Estimate	Total Requested	Proposed FY23 - FY24 CVTA Funding Plan
ichmond	H Commerce Road - FLT Phase II	Bike/Ped	\$ 46,407,300	\$ 8,000,000	\$ 8,000,000
ichmond	C Commerce Road - FLT Phase I	Bike/Ped	\$ 12,441,459	\$ 3,000,000	\$ 3,000,000
henrico	GreenCity Connector Trail and Bridge	Bike/Ped	\$ 3,978,000	\$ 3,978,000	\$ 3,978,000
ichmond	F Manchester Connection to James River	Bike/Ped	\$ 6,344,831	\$ 7,000,000	\$ 6,344,831
ichmond	D Mayo Bridge (South) Replacement US 360 Crossing James River	Bridge	\$ 45,011,837	\$ 15,000,000	\$ 2,500,000
ichmond	E Mayo Bridge (North) Replacement US 360 Crossing James River	Bridge	\$ 34,971,587	\$ 23,000,000	\$ 2,500,000
zochoiland	I-64 at Ashland Rd (Rte 633) Interchange - CBI	Highway	\$ 18,854,840	\$ 15,000,000	\$ 14,478,385
owhatan / zochoiland	Rte 288 NB Hand Shoulder Running	Highway	\$ 21,456,681	\$ 8,000,000	\$ 8,000,000
hanover	Re 301 2nd Southbound Lane	Highway	\$ 1,229,658	\$ 429,658	\$ 429,658
henrico	W Broad Street Intersection Improvements at Parham Road	Highway	\$ 11,822,985	\$ 2,611,000	\$ 2,611,000
hanover	Rt 1/4 Rt 30 Green-T	Highway	\$ 5,554,119	\$ 4,954,119	\$ 4,954,119
ichmond	A Hull Street Phase II (US360)	Highway	\$ 12,583,702	\$ 6,291,851	\$ 6,291,851
hanover	Re 301 Rte 34 Roundabout	Highway	\$ 4,524,642	\$ 4,524,642	\$ 4,524,642
henrico	W Broad Street Improvements - Short Pump	Highway	\$ 20,216,405	\$ 3,230,000	\$ 3,230,000
hesterfield	I-65/Route 10 Interchange Improvement, Phase II	Highway	\$ 21,176,611	\$ 17,086,282	\$ 17,086,282
henrico	Magellan Parkway Bridge and Approach Section	Highway	\$ 18,572,000	\$ 18,572,000	\$ 18,572,000
ichmond	C Broad Street Streetcar (US25) with Route Expansion Phase II	Highway	\$ 14,709,000	\$ 8,800,000	\$ 8,800,000
henrico	Brook Road Improvements - Villa Park Dr to Hilliard Rd	Highway	\$ 10,416,000	\$ 10,416,000	\$ 10,416,000
hesterfield	Woolridge Road (Route 288 - Old Hundred Road) Extension	Highway	\$ 54,252,500	\$ 37,578,118	\$ 37,578,118
henrico	Staples Mill Road Improvements	Highway	\$ 21,967,030	\$ 5,670,000	\$ 5,670,000
zochoiland	Rte 288 - New SB Auxiliary Lane South of I-5, 250	Highway	\$ 16,814,388	\$ 16,814,388	\$ 16,814,388
henrico	Woodman Road Improvements - Mountain Rd to Hungary Rd	Highway	\$ 62,569,308	\$ 27,848,000	\$ 27,848,000
zochoiland	SB 288 Continuous HSR Lane - West Creek Parkway to Route 711	Highway	\$ 37,878,532	\$ 37,878,532	\$ 4,372,138
hesterfield	Route 360 (Woodlake Hwy to Ottendale Rd) Widening	Highway	\$ 29,730,000	\$ 20,000,000	\$ 20,000,000
shiland	Vaughan Road Overpass	Highway	\$ 24,267,943	\$ 24,000,000	\$ 4,662,308
ichmond	B Forest Hill Avenue Phase II	Highway	\$ 31,710,827	\$ 14,645,621	\$ 14,645,621
hanover	RDV Richmond Marina Terminal Access Improvements at I-65/Bells Road	PE-Only	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
hesterfield	RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY	PE-Only	\$ 3,696,750	\$ 3,696,750	\$ 3,696,750
henrico	N Gayton Road Interchange at I-64	PE-Only	\$ 4,985,000	\$ 4,985,000	\$ 4,985,000
hesterfield	Chippemham Parkway/RT 60 interchange Improvements	PE-Only	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
Total Funded				\$ 276,390,037	
Revenue Collected for Construction				\$ 19	

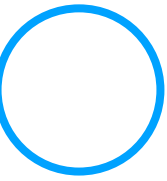
Notes

- ✓ 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

