

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

Tuesday, March 21, 2022

11:00 a.m.

Zoom meeting

This meeting is open to the public. Members of the public are invited to attend virtually.

For anyone who wishes to participate in this meeting virtually, please register via Zoom at https://planrva-org.zoom.us/webinar/register/WN_FEZCWiaTQNG8KCSuRrNXyw

Check out our complete [Public Participation Guide](#) online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at www.youtube.com/c/PlanRVA.

Welcome and introductions

(Le Duc)

Statement regarding virtual meetings

(Parsons)

Roll call & certification of a quorum

(Firestone)

1. Consideration of amendments to the meeting agenda

(Le Duc)

3. Open public comment period

(Le Duc/5 minutes)

4. STBG/CMAQ Program Development FY23-28 Draft Allocations – page 2

(Parsons/Busching/30 minutes)

Action requested: recommend Policy Board approval of the draft STBG and CMAQ allocations plans

5. TAC member comments

(LeDuc/5 minutes)

6. Next meeting: April 12, 2022

(LeDuc)

7. Adjournment

(LeDuc)

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Ashland	112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	VDOT	\$ 11,509,980	\$ 8,051,017	\$ 3,458,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,458,963	\$ -	\$ 11,509,980	\$ -	
Ashland	NEW	Vaughan Road/Archie Cannon Grade Separated Crossing	VDOT	\$ 35,115,761	\$ -	\$ -	\$ -	\$ -	\$ 2,130,572	\$ -	\$ -	\$ 2,130,572	\$ 50,000	\$ 2,180,572	\$ 32,935,189	New Project - Leveraging Only; Funded to VDOT estimate for PE; schedule and estimate matched to SS Round 4; Sponsor to seek additional funding for balance; Other is local funding commitment
Chesterfield	101020	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)	Local	\$ 65,937,000	\$ 65,637,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 65,937,000	\$ -	Request for \$1M to address cost increase due to unforeseen changes to work and increased CEI; Transfer of previous required; new estimate from locality: \$65,937,000
Chesterfield	104889	RT 10 (Whitepine to Frith) WIDENING	Local	\$ 15,171,000	\$ 13,170,914	\$ 2,000,086	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,086	\$ -	\$ 15,171,000	\$ -	
Chesterfield	104890	RTE 360 E (Lonas Pkwy to Castle Rock Rd) - WIDENING	Local	\$ 7,034,227	\$ 7,034,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,034,227	\$ -	
Chesterfield	107085	RTE 641 - REPLACE SD BRIDGE FED ID 5280 (Now a Tier 1 Proj)	VDOT	\$ 6,658,000	\$ 5,358,000	\$ 1,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000	\$ -	\$ 6,658,000	\$ -	
Chesterfield	115063	Route 60 (Ruthers Rd-Stonebridge Plaza Ave) Sidewalk	Local	\$ 5,504,000	\$ 1,956,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,548,000	\$ 5,504,000	\$ -	Other funds are CMAQ
Chesterfield	118146	#FLT Route 1 (Holiday Lane - Willis Road) Shared-Use Path	Local	\$ 4,370,000	\$ -	\$ -	\$ 332,000	\$ -	\$ -	\$ 1,500,000	\$ 2,538,000	\$ 4,370,000	\$ -	\$ 4,370,000	\$ -	
Chesterfield	113846	Early Settlers Rd Sidewalk: Robious Rd to Hospital/Park	Local	\$ 1,170,000	\$ 420,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ 1,170,000	\$ -	
Chesterfield	118144	US 360 Superstreets Study	Local	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	
Chesterfield	118145	Route 60 Corridor Improvement Study	Local	\$ 125,000	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	
Chesterfield	NEW	Lewis Road at Route 10 Dual-Left Turn Lanes	Local	\$ 1,364,000	\$ -	\$ -	\$ -	\$ 184,000	\$ 457,000	\$ 723,000	\$ -	\$ 1,364,000	\$ -	\$ 1,364,000	\$ -	New Project - Fully funds; Funded to Local Estimate and Schedule
Chesterfield	NEW	Busy Street Extended	Local	\$ 2,933,000	\$ -	\$ -	\$ -	\$ -	\$ 501,000	\$ 246,000	\$ 1,493,000	\$ 2,240,000	\$ -	\$ 2,240,000	\$ 693,000	New Project - Balance in FY29; Funded to Local Estimate and Schedule
Goochland	105733	RTE 623 - IMPROVE INTERSECTION	Local	\$ 15,745,325	\$ -		\$ 2,008,795	\$ -	\$ 478,952	\$ 2,970,212	\$ -	\$ 5,457,959	\$ 18,041	\$ 5,476,000	\$ 10,269,325	Large increase - no additional funding requested at this time; sponsor will seek additional funds to address balance for CN; PE funding moved to FY24 due to uncertainty of funding for deficit
Goochland	118147	IAR - Route 288 (West Creek Area)	VDOT	\$ 499,900	\$ 499,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 499,900	\$ -	
Goochland	New UPC?	I-64/ASHLAND RD INTERCHANGE IMR	VDOT	\$ 360,000	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ 360,000	\$ -	New UPC for existing project (old UPC 109231)
Hanover	115195	Atlee Station Rd Widening (Phase 2)	Local	\$ 31,529,239	\$ 4,306,035	\$ -	\$ -	\$ 6,477,000	\$ -	\$ 3,213,000	\$ 1,188,839	\$ 10,878,839	\$ 16,344,365	\$ 31,529,239	\$ -	
Hanover	13551	#SMART18 - RTE 360 WIDENING	Local	\$ 29,550,642	\$ 25,285,368	\$ 384,000	\$ 1,516,000	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	\$ 4,265,274	\$ 31,450,642	\$ (1,900,000)	Request for \$1.9M to address cost increase primarily due to inflated unit costs; Funded in FY23 and FY24; will replace no post
Hanover	109260	POLE GREEN RD WIDENING	Local	\$ 20,506,116	\$ 8,203,954	\$ -	\$ -	\$ 9,019,000	\$ 2,315,748	\$ -	\$ -	\$ 11,334,748	\$ 967,414	\$ 20,506,116	\$ -	

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Henrico	50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	Local	\$ 30,818,528	\$ 26,036,190	\$ 4,782,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,782,338	\$ -	\$ 30,818,528	\$ -	Request for \$5,202,331 to address cost increase due to RW challenges and unit costs; Funded with previous and FY23; Transfer required
Henrico	104148	SADLER RD - RECONSTRUCTION	Local	\$ 27,106,587	\$ 17,586,587	\$ 3,455,781	\$ 8,702,784	\$ -	\$ -	\$ -	\$ -	\$ 12,158,565	\$ 583,000	\$ 30,328,152	\$ (3,221,565)	Request \$2,638,565 to replace local funds/no post; project showing as overfunded due to no post funds; funds in FY24
Henrico	118597	W Broad St Intersection Improvements at Dominion and Cox	VDOT	\$ 17,096,037	\$ -		\$ 1,886,116		\$ 3,689,329	\$ 4,200,000	\$ 4,176,555	\$ 13,952,000	\$ -	\$ 13,952,000	\$ 3,144,037	Large increase - no additional funding requested by sponsor; project scheduled to start this year;PE funding pushed back a year due to large deficit; schedule will need to be updated; balance to be addressed next round
Henrico	118470	W Broad St Pedestrian and Transit Improvements - Glenside Dr	VDOT	\$ 11,951,231	\$ -	\$ -	\$ 1,577,935	\$ 2,471,532	\$ -	\$ 2,600,000	\$ 4,622,533	\$ 11,272,000	\$ -	\$ 11,272,000	\$ 679,231	Increase - no additional funding requested at this time; balance to be addressed next round
Henrico	109194	#SMART20 - N. PARHAM RD TRAFFIC SIGNAL AND SIDEWALK PROJECT	VDOT	\$ 5,244,536	\$ 3,117,371	\$ 115,159	\$ -	\$ 840,000	\$ -	\$ 1,214,734	\$ -	\$ 2,169,893	\$ 333,750	\$ 5,621,014	\$ (376,478)	Request for \$580,507 to replace no post; Smart Scale project - surplus to be addressed at award
Henrico	118153	Brook Road & Hilliard Road Trail #FLT	Local	\$ 4,757,000	\$ 3,273,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,484,000	\$ 4,757,000	\$ -	Other funds are CMAQ
Henrico	113833	Three Chopt Rd Sidewalk Impr. (Dinwiddie Ave to Bexhill Rd)	Local	\$ 2,164,730	\$ 1,388,853	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900,000	\$ -	\$ 2,288,853	\$ (124,123)	Surplus to be addressed at award
Henrico	115769	Libbie Avenue Road Diet - Bethlehem Rd to W Broad St	Local	\$ 1,942,500	\$ 412,500	\$ -	\$ 1,530,000	\$ -	\$ -	\$ -	\$ -	\$ 1,530,000	\$ -	\$ 1,942,500	\$ -	
Henrico	109190	LABURNUM AVENUE SIDEWALK	Local	\$ 1,126,246	\$ 1,219,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219,203	\$ (92,957)	Surplus to be addressed at closeout
Port of Virginia	113832	Richmond Marine Terminal (RMT) Gate Impr. & New Drop-off Lot	Local	\$ 3,378,607	\$ 3,378,607	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,378,607	\$ -	
Powhatan	NEW	U.S. Route 60 at Holly Hills Road: Eastbound Right-Turn Lane	VDOT	\$ 2,040,000	\$ -			\$ 652,000		\$ 410,000	\$ 978,000	\$ 2,040,000	\$ -	\$ 2,040,000	\$ -	New Project - Fully funds; Funded to VDOT Estimate and Schedule
Richmond	15958	COMMERCE ROAD - WIDENING	Local	\$ 28,437,516	\$ 28,437,516	\$ 1,309,898	\$ 1,016,718	\$ -	\$ -	\$ -	\$ -	\$ 2,326,616		\$ 30,764,132	\$ (2,326,616)	Project showing as overfunded due to no post
Richmond	104888	#SGRI8LB - RT 360 - REHAB MAYO BRIDGE	Local	\$ 18,313,601	\$ 6,778,679	\$ 1,305,000	\$ 375,000	\$ 342,000	\$ -	\$ -	\$ -	\$ 2,022,000	\$ -	\$ 8,800,679	\$ 9,512,922	Project scope has evolved to superstructure replacement; City is coordinating with VDOT to finalize funding for revised scope; project has congressional earmark that is not reflected in previous or planned funds
Richmond	19036	FOREST HILL AVENUE IMPROVEMENTS	Local	\$ 14,189,886	\$ 14,189,886	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 14,189,886	\$ -	
Richmond	115200	Hull Street Improvement Project Phase III	Local	\$ 11,664,209	\$ -	\$ -	\$ 727,127	\$ 1,213,420	\$ 9,647,000	\$ 76,662	\$ -	\$ 11,664,209		\$ 11,664,209	\$ -	
Richmond	104281	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	Local	\$ 5,458,000	\$ 6,176,917	\$ 1,234,173	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,234,173		\$ 7,411,090	\$ (1,953,090)	Project showing as overfunded due to no post

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
RRTPO	118143	RRTPO Scenario Planning Pilot	Local	\$ 243,550	\$ 243,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 243,550	\$ -	
Regionwide	101492	Richmond Region-Wide Traffic Operations Improvements	N/A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		
Regionwide	70721	RSTP Balance Entry	N/A		\$ -	\$ 2,250,263	\$ 2,310,268	\$ 2,355,646	\$ 4,806,089	\$ 7,352,596	\$ 9,999,401	\$ 29,074,263		\$ 29,074,263		

INCREASED COST	Available	\$ 3,397,880	\$ 22,495,661	\$ 23,092,743	\$ 23,554,598	\$ 24,025,690	\$ 24,506,204	\$ 24,996,328	Deficit
NEW PROJECT	Reserve	\$ -	\$ 2,249,566	\$ 2,309,274	\$ 2,355,460	\$ 4,805,138	\$ 7,351,861	\$ 9,998,531	Surplus
TRANSFER PREVIOUS	Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

\$ -

Required Transfers

97688	\$ 88,857	Underway
15958	\$ 926,502	Underway
101020	\$ 1,000,000	
50529	\$ 1,382,521	

Transfers Required from 70721 and 101492

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Chesterfield	118154	Old Bermuda Hundred Road at Ramblewood Drive Roundabout	Local	\$ 5,146,000	\$ -	\$ -	\$ 525,000	\$ -	\$ -	\$ 906,000	\$ 3,715,000	\$ 5,146,000	\$ -	\$ 5,146,000	\$ -	
Chesterfield	118156	Brad McNeer Parkway Access Management and Roundabout	Local	\$ 9,336,000	\$ -	\$ -	\$ 530,000	\$ -	\$ 3,554,000	\$ 4,000,000	\$ 1,252,000	\$ 9,336,000	\$ -	\$ 9,336,000	\$ -	
Chesterfield	115784	Meadowdale Blvd (Dalebrook Drive to Beulah Rd) Ped-Bike Imps	Local	\$ 3,660,000	\$ 500,000	\$ 500,000	\$ -	\$ 2,660,000	\$ -	\$ -	\$ -	\$ 3,160,000	\$ -	\$ 3,660,000	\$ -	RW funded in FY23
Chesterfield	113843	Route 1 (Merriewood Rd to Elliham Ave) Sidewalk	Local	\$ 1,573,894	\$ 1,250,000	\$ 436,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 436,000	\$ -	\$ 1,686,000	\$ (112,106)	Surplus left on project until award; Funding is front loaded
Chesterfield	115063	Route 60 (Ruthers Rd-Stonebridge Plaza Ave) Sidewalk	Local	\$ 5,504,000	\$ 1,956,000	\$ 3,548,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,548,000	\$ -	\$ 5,504,000	\$ -	Funding is front loaded
Chesterfield	111712	#SMARTI8 - Route 1 (Marina Dr. to Merriewood Rd.) SW #FLT	Local	\$ 3,692,655	\$ 3,692,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,692,655	\$ -	No change to project estimate; \$770k additional <i>previous</i> CMAQ replace no post; CMAQ funds are largely unmatched and require local funding to use; local commitment for match
Chesterfield	NEW	Alverser Dr/Old Buckingham Rd Roundabout	Local	\$ 5,183,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 682,000	\$ 452,000	\$ 1,134,000	\$ -	\$ 1,134,000	\$ 4,049,000	New Project - balance to be funded in FY29/FY30; Funded to Local Estimate
GRTC	-20113	GRTC REPLACEMENT OF ROLLING STOCK CNG BUSES (FY22)	DRPT	\$ 2,465,420	\$ 2,465,420	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,465,420	\$ -	
Hanover	NEW	Creighton Rd/Creighton Pkwy & Walnut Grove Rd Roundabout	Local	\$ 6,421,451	\$ -	\$ -	\$ -	\$ 2,741,000	\$ 966,173	\$ -	\$ -	\$ 3,707,173	\$ 2,714,278	\$ 6,421,451	\$ -	New Project - Fully Funded; Sponsor is funding PE and RW; Funded to Local Estimate
Henrico	118153	Brook Road & Hilliard Road Trail #FLT	Local	\$ 4,757,000	\$ 3,273,000	\$ 73,149	\$ 1,410,851	\$ -	\$ -	\$ -	\$ -	\$ 1,484,000	\$ -	\$ 4,757,000	\$ -	Funding is front loaded due primarily to FY22 HIP-CRRSA>200k funds
Henrico	118150	Nuckols Road Pedestrian Improvements	Local	\$ 2,160,000	\$ -	\$ 332,000		\$ 824,000	\$ 394,000	\$ 610,000	\$ -	\$ 2,160,000	\$ -	\$ 2,160,000	\$ -	Funding advanced by a year; project is front loaded and schedule could be advanced
Henrico	118155	Rt 33-60-Beulah Roundabout	Local	\$ 5,519,000	\$ -	\$ -	\$ 689,000	\$ -	\$ -	\$ -	\$ -	\$ 689,000	\$ -	\$ 689,000	\$ 4,830,000	Funds PE; County to seek funding for other phases from other sources
Henrico	115201	Patterson Avenue Sidewalks	VDOT	\$ 3,443,311	\$ 778,373	\$ -	\$ -	\$ 634,553	\$ 2,030,385	\$ -	\$ -	\$ 2,664,938	\$ -	\$ 3,443,311	\$ -	Funding request for \$524k due to recent cost inflation and transfer to VDOT admin; updated estimate since request; funded to schedule and full estimate
Henrico	109951	Henrico County Automated Traffic Management System (ATMS)	Local	\$ 9,799,600	\$ 9,799,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,799,600	\$ -	Funding matched to latest estimate; transfer previous to replace FY23 planned allocation
Henrico	109190	LABURNUM AVENUE SIDEWALK	Local	\$ 1,126,246	\$ 1,219,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,219,203	\$ (92,957)	Surplus to be addressed at closeout
Henrico	101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	VDOT	\$ 13,593,646	\$ 13,620,971	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 13,620,971	\$ (27,325)	Surplus to be addressed at closeout
Henrico	106299	PEDESTRIAN & SIGNAL IMPROVEMENTS - VARIOUS LOCATIONS(AZALEA)	Local	\$ 1,615,000	\$ 1,615,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,615,000	\$ -	
Port of Virginia	115815	I-64 Express Barge Service Expansion	Local	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	Project is barge purchase; Transfer previous to advance project at standing sponsor request
Richmond	-1811	City of Richmond: Employee Trip Reduction Program	Local	\$ 3,306,251	\$ 3,306,251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,306,251	\$ -	
Richmond	118148	Richmond Signal System ??? Phase IV	Local	\$ 5,488,000	\$ 1,142,348	\$ 199,606	\$ 3,846,158	\$ 299,888	\$ -	\$ -	\$ -	\$ 4,345,652	\$ -	\$ 5,488,000	\$ -	Transfer previous for PE; CN funding front loaded
Richmond	105890	SIGNAL SYSTEM	Local	\$ 7,339,977	\$ 7,340,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,340,000	\$ (23)	Surplus to be addressed at closeout
Richmond	NEW	Richmond Signal System Retiming Improvements	Local	\$ 1,765,000	\$ -	\$ 1,765,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,765,000	\$ -	\$ 1,765,000	\$ -	New Project - Full Funded; Funded to Local Estimate
Ridefinders	-203	Regionwide Air Pollution Reduction Program	DRPT	N/A	N/A	\$ 509,000	\$ 509,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,518,000				\$500k in year 3 per Regional Project Framework
Regionwide	101492	Richmond Region-Wide Traffic Operations Improvements	N/A		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

Sponsor	UPC	Title	Admin	Total Est	Previous (all sources)	FY23	FY24	FY25	FY26	FY27	FY28	STBG FY23 - FY28	Other FY23 - FY28	Total	Balance	Notes
Regionwide	70719	CMAQ Balance Entry	N/A		\$ -	\$ 818,084	\$ 834,446	\$ 851,903	\$ 1,737,013	\$ 2,657,203	\$ 3,613,306	\$ 10,511,955	\$ -	\$ 10,511,955		

INCREASED COST

NEW PROJECT

TRANSFER PREVIOUS

Available	\$ 6,129,145	\$ 8,180,839	\$ 8,344,455	\$ 8,511,344	\$ 8,681,571	\$ 8,855,203	\$ 9,032,306
Reserve Target	\$ -	\$ 818,084	\$ 834,446	\$ 851,134	\$ 1,736,314	\$ 2,656,561	\$ 3,612,922
Remaining	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Deficit

Surplus

Required Transfers	
115815	\$ 3,000,000
118148	\$ 1,142,348
115201	\$ 578,373
111712	\$ 770,756
109951	\$ 637,668

Transfers from 70719 and 101492 Required

Mostly unmatched CMAQ

Project Scorecard

Funding Program STBG

FY23-01 Hull street Project Phase II from Chippenham Parkway to Hey Rd

Sponsor Richmond

Project Description

The proposed improvements will provide a consistent 4 lane typical section with two lanes each direction and a 15' wide median with left turn lanes, 5' wide sidewalk along the east side and 10' wide shared-use-path along the west side.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	25	6.55	897.89	367.12	9.83	12.33	138.03	243.51	24	0	97.17	0.0085	5.74	0.02	0
Normalized PM Value Relative to other Projects	3.57	63.22	72.76	88.37	30.43	22.64	23.66	24.23	0.13	0.00	72.75	97.47	41.24	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	21.47		80.56		25.60				18.25			43.01			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	5.37		12.08		6.40				2.74			8.60			
Project Benefit	35.19														
Funding Requested	\$9,950,000														
Project Score	35.37														

Project Scorecard

Funding Program CMAQ

FY23-02 Richmond Signal System - Phase VI

Sponsor Richmond

Project Description

This project will provide for the installation of around 15 miles of fiber optic to replace aging and obsolete twisted pair (copper wire) cable with a faster, more reliable, and more scalable fiber-optic communication cable.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	0	0	0	0	0	0	0	0	14369	793	0	0.0061	0	0	30745
Normalized PM Value Relative to other Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	75.14	28.16	0.00	98.19	0.00	0.00	66.03
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		0.00		0.00				44.61			41.05			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.00		0.00				6.69			8.21			
Project Benefit	14.90														
Funding Requested	\$5,000,000														
Project Score	29.81														

Project Scorecard

Funding Program CMAQ

FY23-03 Richmond Signal System - Advanced Traffic Signal Performance Measures (ATSPM)

Sponsor Richmond

Project Description

This project will provide for the implementation of an Automated Traffic Signal Performance Measures (ATSPM) on 17 corridors outside the Downtown grid. This initiative will leverage the traffic signal network built as part of the Phases I through IV.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	327	1.44	895.37	362.91	9.82	12.31	137.7	242.75	12770	2253	96.9	0.0044	3.74	0.02	38981
Normalized PM Value Relative to other Projects	46.17	13.90	72.55	87.36	30.40	22.60	23.60	24.15	66.78	80.01	72.55	98.69	26.87	33.33	83.72
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	36.49		79.96		25.55				71.53			60.65			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	9.12		11.99		6.39				10.73			12.13			
Project Benefit	50.36														
Funding Requested	\$8,715,000														
Project Score	57.79														

Project Scorecard

Funding Program STBG

FY23-04 Whitehead Road Improvements

Sponsor Richmond

Project Description

Installation of curb and gutter, drainage improvements, sidewalk, multimodal improvements, curb ramps and streetscape amenities on Whitehead Road from Elkhardt Road to Warwick Road.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	7	3.48	98.4	29.31	1.88	5.04	35.46	95.17	159	14	0	0.0042	0.134	0.00016	121
Normalized PM Value Relative to other Projects	0.96	33.59	7.97	7.06	5.82	9.25	6.08	9.47	0.83	0.50	0.00	98.75	0.96	0.27	0.26
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	10.75		7.51		7.31				0.54			25.06			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	2.69		1.13		1.83				0.08			5.01			
Project Benefit	10.74														
Funding Requested	\$12,000,000														
Project Score	8.95														

Project Scorecard

Funding Program CMAQ

FY23-05 Richmond Signal System Retiming Improvements

Sponsor Richmond

Project Description

This project will retime 400 signalized intersections. FHWA guidelines recommend traffic signal timing should be actively monitored, reviewed, and updated at least every 3 years and possibly sooner depending on growth and changes in traffic patterns.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	708	3.12	688.5	357.87	32.3	54.46	583.38	1005.2	19122	2816	74.51	0.0066	13.92	0.06	46560
Normalized PM Value Relative to other Projects	100.00	30.12	55.79	86.14	100.00	100.00	100.00	100.00	100.00	100.00	55.79	98.04	100.00	100.00	100.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	79.03		70.97		100.00				88.95			99.51			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	19.76		10.65		25.00				13.34			19.90			
Project Benefit	88.65														
Funding Requested	\$1,713,425														
Project Score	517.37														

Project Scorecard

Funding Program CMAQ

FY23-06 Richmond Signal System Phase V Transit Signal Priority Emergency Vehicle Preemption

Sponsor GRTC

Project Description

Integrate the Richmond Signal System (Econolite Centracs) with the GRTC and E-911 Operations Centers and already developed the implementation plan. Traffic controllers will need to be upgraded to be CAV compatible for this project to be fully implemented.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	0	0	0	0	0	0	0	0	19122	2816	0	0.0066	0	0	46560
Normalized PM Value Relative to other Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	0.00	98.04	0.00	0.00	100.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		0.00		0.00				75.00			49.51			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.00		0.00				11.25			9.90			
Project Benefit	21.15														
Funding Requested	\$9,088,920														
Project Score	23.27														

Project Scorecard

Funding Program CMAQ

FY23-07 Hull Street Shared Use Path Extension to James River Branch Trail

Sponsor Richmond

Project Description

Construct a ~0.7-mile shared-use path along US 360, from Arizona Drive to the James River Branch Trail. The project will enhance safety, access to transit, and connect to other non-motorized transportation infrastructure.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2	2.25	402.6	119.92	4.96	12.78	94.5	235.67	17	0	0	0.0013	0.037	0.00004	2969
Normalized PM Value Relative to other Projects	0.34	21.72	32.62	28.87	15.36	23.47	16.20	23.45	0.09	0.00	0.00	99.61	0.27	0.07	6.38
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	6.75		30.74		18.85				0.04			26.58			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	1.69		4.61		4.71				0.01			5.32			
Project Benefit	16.33														
Funding Requested	\$3,352,000														
Project Score	48.73														

Project Scorecard

Funding Program STBG

FY23-08 Bliley Road Improvement

Sponsor Richmond

Project Description

Bliley Road improvement will widening the existing 10-foot travel lanes. Widen will take place on one side of the street with, curb and gutter, closed drainage system, sidewalk and pedestrian crossings.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	2	2.51	114.9	34.23	0	0	0	0	28	0	0	0.0008	0.062	0.00008	53
Normalized PM Value Relative to other Projects	0.34	24.23	9.31	8.24	0.00	0.00	0.00	0.00	0.15	0.00	0.00	99.76	0.45	0.13	0.11
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	7.51		8.78		0.00				0.07			25.11			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	1.88		1.32		0.00				0.01			5.02			
Project Benefit	8.23														
Funding Requested	\$4,495,375														
Project Score	18.30														

Project Scorecard

Funding Program STBG

FY23-09 Hey Road Improvement

Sponsor Richmond

Project Description

This project will improve Hey Road by providing wider travel lanes, curb and gutter, sidewalk on both sides of the street, utility relocations and a closed drainage system. The project requires right of way and easements.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	7	9.02	79	23.53	0.63	1.69	41.77	112.1	18	0	0	0.0087	0.12	0.00015	0
Normalized PM Value Relative to other Projects	1.05	87.07	6.40	5.66	1.95	3.10	7.16	11.15	0.09	0.00	0.00	97.41	0.86	0.25	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	26.85		6.03		5.58				0.05			24.63			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	6.71		0.90		1.40				0.01			4.93			
Project Benefit	13.95														
Funding Requested	\$7,712,091														
Project Score	18.08														

Project Scorecard

Funding Program STBG & CMAQ

FY23-10 Alverser Drive/Old Buckingham Road Roundabout

Sponsor Chesterfield

Project Description

Construct a roundabout at the Alverser Drive and Old Buckingham Road intersection. Project includes a wide sidewalk on the north quadrant and turn lanes into commercial entrances on Alverser Drive just past the intersection.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	26	5.08	894.32	368.12	9.82	12.31	137.69	242.74	396	0	96.79	0.0012	4.43	0.02	240
Normalized PM Value Relative to other Projects	3.73	49.03	72.47	88.61	30.40	22.60	23.60	24.15	2.07	0.00	72.47	99.64	31.82	33.33	0.52
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	17.32		80.54		25.55				19.15			41.33			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	4.33		12.08		6.39				2.87			8.27			
Project Benefit	33.94														
Funding Requested	\$4,260,749														
Project Score	79.65														

Project Scorecard

Funding Program STBG & CMAQ

FY23-11 Route 1 at Route 10 Bike and Ped Improvements

Sponsor Chesterfield

Project Description

Seg A. Redwater Creek: 0.21 mile 8'wide sidewalk/multiuse trail with ped-actuated signal at Redwater Creek Rd. Seg B. Breckenridge/Bermuda Sq: 0.34 mile 5'-8' sidewalk ped-actuated signal at Weir Road. Seg C. John Tyler CC: 0.16 mile 5'-8' sidewalk.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	152.2	45.34	0	0	0	0	226	0	0	0.0025	0.007	0.00001	0
Normalized PM Value Relative to other Projects	0.00	0.00	12.33	10.91	0.00	0.00	0.00	0.00	1.18	0.00	0.00	99.26	0.05	0.02	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		11.62		0.00				0.59			24.83			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		1.74		0.00				0.09			4.97			
Project Benefit	6.80														
Funding Requested	\$4,150,000														
Project Score	16.38														

Project Scorecard

Funding Program STBG & CMAQ

FY23-12 Route 360 at Turner Road Pedestrian Improvements

Sponsor Chesterfield

Project Description

Rt 360: 1582' of 5'-8' wide sidewalk - Dunkin Donuts to Wayside Dr with ped-actuated signals at Turner Rd & mid-block crossing & HAWK sig.; Turner Rd, north of Rt 360: 200' of 5'-8' wide sidewalk ; Turner Rd, south of Rt 360: 232' of 5' wide sidewalk.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	30	10.36	212.5	63.3	0	0	0	0	191	0	0	0.0013	0.002	0	0
Normalized PM Value Relative to other Projects	4.22	100.00	17.22	15.24	0.00	0.00	0.00	0.00	1.00	0.00	0.00	99.61	0.01	0.00	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	32.96		16.23		0.00				0.50			24.91			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	8.24		2.43		0.00				0.07			4.98			
Project Benefit	15.73														
Funding Requested	\$2,766,800														
Project Score	56.85														

Project Scorecard

Funding Program STBG & CMAQ

FY23-13 Rt 60 (Ruthers Rd - Providence Rd) Bike & Ped Improvements

Sponsor Chesterfield

Project Description

Rt 60: 3800' of sidewalk - Ruthers Rd to Providence Rd; S Providence Rd (e): 425' of sidewalk - Rt 60 to existing sidewalk; Providence Rd (w): 680' of sidewalk - Rt 60 to Twinridge Ln; Twinridge Ln (s): 635' of sidewalk - N Providence Rd to cul-de-sac.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	317.4	94.53	1.15	3.08	34.96	93.83	404	0	0	0.0012	0.005	0.00001	991
Normalized PM Value Relative to other Projects	0.00	0.00	25.72	22.75	3.56	5.66	5.99	9.33	2.11	0.00	0.00	99.64	0.04	0.02	2.13
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		24.24		5.86				1.06			25.46			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		3.64		1.47				0.16			5.09			
Project Benefit	10.35														
Funding Requested	\$6,946,000														
Project Score	14.90														

Project Scorecard

Funding Program STBG & CMAQ

FY23-14 Lewis Road at Route 10 Dual-Left Turn Lanes

Sponsor Chesterfield

Project Description

Construct dual left-turn lanes on Lewis Road at the Route 10 intersection.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	3	0.24	901.12	364.56	2.04	4.06	59.42	62.68	12	16	97.52	0.0024	5.08	0.02	0
Normalized PM Value Relative to other Projects	0.35	2.32	73.02	87.75	6.32	7.46	10.19	6.24	0.06	0.57	73.02	99.29	36.49	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.94		80.39		7.69				18.43			42.28			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.24		12.06		1.92				2.76			8.46			
Project Benefit	25.44														
Funding Requested	\$1,198,825														
Project Score	212.17														

Project Scorecard

Funding Program STBG

FY23-15 Busy Street Extended

Sponsor Chesterfield

Project Description

Construct new two-lane road from the current terminus of Busy Street to Grove Road.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	4	0.57	931	379.7	1.94	1.56	25.64	9.74	91	0	100.76	0.0058	5.61	0.03	124
Normalized PM Value Relative to other Projects	0.62	5.50	75.44	91.40	6.01	2.86	4.40	0.97	0.48	0.00	75.44	98.27	40.30	50.00	0.27
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	2.09		83.42		3.89				19.10			47.21			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.52		12.51		0.97				2.86			9.44			
Project Benefit	26.31														
Funding Requested	\$2,503,000														
Project Score	105.13														

Project Scorecard

Funding Program STBG & CMAQ

FY23-16 Route 360/Courthouse Road R-Cut

Sponsor Chesterfield

Project Description

Construct an R-Cut intersection on Route 360 at Courthouse Road intersection, eliminating left turns from Courthouse Road. Project includes sidewalk on both sides of Route 360 and pedestrian signals at Rockwood Square Shopping Center and Oxbridge Road.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	41	1.58	880.43	378.97	9.82	12.37	137.88	243.88	76	0	95.29	0.0129	3.16	0.01	0
Normalized PM Value Relative to other Projects	5.73	15.25	71.34	91.22	30.40	22.71	23.63	24.26	0.40	0.00	71.35	96.16	22.70	16.67	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	8.59		81.28		25.61				18.04			33.88			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	2.15		12.19		6.40				2.71			6.78			
Project Benefit	30.22														
Funding Requested	\$4,522,191														
Project Score	66.83														

Project Scorecard

Funding Program STBG & CMAQ

FY23-17 Creighton Rd/Creighton Pkwy & Walnut Grove Rd Roundabout

Sponsor Hanover

Project Description

The project will convert two 'T' intersections (Creighton Rd/Walnut Grove Rd and Creighton Pkwy/Walnut Grove Rd), that are offset by approximately 320 ft, into a single dog bone roundabout to improve operations and safety.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	20	4.83	857.4	342.39	9.82	12.3	137.25	242.61	81	0	92.79	0	2.6	0.02	114
Normalized PM Value Relative to other Projects	2.82	46.62	69.48	82.42	30.40	22.59	23.53	24.14	0.42	0.00	69.47	100.00	18.68	33.33	0.24
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	15.96		75.95		25.52				17.58			38.06			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	3.99		11.39		6.38				2.64			7.61			
Project Benefit	32.01														
Funding Requested	\$3,707,173														
Project Score	86.36														

Project Scorecard

Funding Program STBG

FY23-18 Atlee Station Rd Widening (Phase 3)

Sponsor Hanover

Project Description

Widen Atlee Station Rd from 2 to 4-lanes between Kings Charter Dr. and Sliding Hill Rd.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	10	1.04	1234.0	93.03	2.15	2.59	107.55	100.12	75	76	133.56	0.0027	5.13	0.02	0
Normalized PM Value Relative to other Projects	1.36	10.04	100.00	22.39	6.66	4.76	18.44	9.96	0.39	2.70	100.00	99.20	36.85	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	3.96		61.20		10.47				25.87			42.35			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.99		9.18		2.62				3.88			8.47			
Project Benefit	25.14														
Funding Requested	\$10,000,000														
Project Score	25.14														

Project Scorecard

Funding Program STBG

FY23-19 U.S. Route 60 at Holly Hills Road: Eastbound Right-Turn Lane

Sponsor Powhatan

Project Description

Install a right-turn lane along eastbound U.S. Route 60 at Rt 1101 intersection.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0	895.37	362.91	9.82	12.31	137.7	242.75	15	19	96.9	0.0006	3.74	0.02	0
Normalized PM Value Relative to other Projects	0.00	0.00	72.55	87.36	30.40	22.60	23.60	24.15	0.08	0.67	72.55	99.82	26.87	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		79.96		25.55				18.35			40.01			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		11.99		6.39				2.75			8.00			
Project Benefit	29.13														
Funding Requested	\$1,822,778														
Project Score	159.84														

Project Scorecard

Funding Program STBG

FY23-20 U.S. Route 60 at Stavemill Road: Westbound Left-Turn Lane

Sponsor Powhatan

Project Description

This project would install a second left-turn lane along westbound U.S. Route 60 at State Route 634 (Stavemill Road) intersection, with associated modifications to the traffic signal.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0.02	873.64	355.58	4.05	3.55	71.7	82.98	14	19	94.55	0	6.07	0.02	0
Normalized PM Value Relative to other Projects	0.04	0.19	70.79	85.59	12.54	6.52	12.29	8.26	0.07	0.67	70.79	100.00	43.61	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.09		78.19		10.40				17.90			44.23			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.02		11.73		2.60				2.69			8.85			
Project Benefit	25.88														
Funding Requested	\$2,011,756														
Project Score	128.66														

Project Scorecard

Funding Program STBG

FY23-21 Carter Gallier Boulevard Extension: Phase II

Sponsor Powhatan

Project Description

New road construction would connect existing Carter Gallier Boulevard (Rt. 1343) with Luck Stone Road (Rt. 1351), completing a road parallel to Anderson Highway (U.S. Route 60).

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	22	1.05	885.29	356.35	4.99	9.97	109.23	142.12	62	123	95.81	0.0131	3.91	0.02	0
Normalized PM Value Relative to other Projects	3.06	10.14	71.74	85.78	15.45	18.31	18.72	14.14	0.32	4.37	71.74	96.10	28.09	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	5.19		78.76		16.74				19.19			39.38			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	1.30		11.81		4.19				2.88			7.88			
Project Benefit	28.05														
Funding Requested	\$10,567,151														
Project Score	26.54														

Project Scorecard

Funding Program STBG

FY23-22 RRTPO Travel Demand Model On-Call Consultant Support

Sponsor RRTPO

Project Description

RRTPO staff would rely on the expertise of the on-call consultant support to successfully develop the tools/models required to accomplish the technical work related with scenario planning, transit planning and freight planning.

Criteria	LRTP Goal	Max Points	Score
Is the study necessary to advance a project, recommendation, or policy in the Long-Range Transportation Plan?		40	38.3
Do the study goals advance the following?			
Safety and Crash Reduction	Safety	15	6.8
Congestion Management and Mobili	Mobility	9	5.8
Multimodal Transportation and Mode Choice	Accessibility and Equity	7.5	5.6
Equity and Access for Disadvantaged Populations	Accessibility and Equity	7.5	4.1
Regional Economic Growth and Development	Economic Development	9	7.3
Connections to and within Activity Centers	Environment and Land Use	6	4.3
Resiliency and Protection of the Natural Environment	Environment and Land Use	6	2
	Total	100	74.2

Project Scorecard

Funding Program STBG

FY23-23 Hill Carter Parkway Extension

Sponsor Ashland

Project Description

Approximately 2,100 linear ft. 2 lane road extension of Hill Carter Parkway with sidewalks connecting Ashcake Road to Sylvia Road/Archie Cannon Drive to allow for an alternate truck route for access to I-95 and reduce congestion at Rt. 1 and 54.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	4	0.92	935.34	398.9	10.11	13.05	141.43	251.86	308	0	101.23	0.0397	5.97	0.03	927
Normalized PM Value Relative to other Projects	0.54	8.88	75.79	96.02	31.30	23.96	24.24	25.06	1.61	0.00	75.79	88.19	42.89	50.00	1.99
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	3.04		85.91		26.47				19.75			45.77			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.76		12.89		6.62				2.96			9.15			
Project Benefit	32.38														
Funding Requested	\$9,198,119														
Project Score	35.20														

Project Scorecard

Funding Program STBG

FY23-24 Vaughan Road/Archie Cannon Grade Separated Crossing

Sponsor Ashland

Project Description

Construct a rail over pass at the Vaughan Road intersection. It will be 39' 4" wide with 2 lanes and sidewalks. It will provide a vital safety connection for adjacent school and fire station. Recommended in the DC2RVA FEIS.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	0	0	98.61	0.67	9.83	12.31	137.77	242.79	1253	0	10.67	0.0332	3.74	0.02	2386
Normalized PM Value Relative to other Projects	0.00	0.00	7.99	0.16	30.43	22.60	23.62	24.15	6.55	0.00	7.99	90.12	26.87	33.33	5.12
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		4.08		25.57				5.27			38.86			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.61		6.39				0.79			7.77			
Project Benefit	15.57														
Funding Requested	\$1,784,250														
Project Score	87.24														

Project Scorecard

Funding Program STBG

FY23-25 I-64 / Ashland Road DDI

Sponsor Goochland

Project Description

Reconstruct the interchange to a single-lane Diverging Diamond Interchange. The project does not impact the existing bridge over I-64. The entrance to the park-and-ride lot would be relocated to Bennington Road. No right-of-way impacts are expected.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	27	4.06	17.83	0.08	9.83	12.31	137.98	242.77	638	576	3.57	0.0203	3.74	0.02	1338
Normalized PM Value Relative to other Projects	3.83	39.19	1.44	0.02	30.43	22.60	23.65	24.15	3.34	20.45	2.67	93.96	26.87	33.33	2.87
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	14.44		0.73		25.58				7.45			39.26			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	3.61		0.11		6.39				1.12			7.85			
Project Benefit	19.08														
Funding Requested	\$15,005,840														
Project Score	12.72														

Project Scorecard

Funding Program STBG

FY23-26 Vaughan Road Extended

Sponsor Ashland

Project Description

Vaughan Road Extension, a 2,280 feet of road needs to be completed by the Town for a total of 1.65 miles connecting Rt. 54 to Rt. 1. It is anticipated that this will be a 35 mph two lane road with a 60' r.o.w. and sidewalks on each side.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	17	5.41	890.57	384.99	9.86	12.34	138.26	243.36	184	0	96.38	0.0249	5.02	0.02	239
Normalized PM Value Relative to other Projects	2.33	52.22	72.16	92.67	30.53	22.66	23.70	24.21	0.96	0.00	72.16	92.59	36.06	33.33	0.51
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	17.30		82.42		25.64				18.52			40.63			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	4.32		12.36		6.41				2.78			8.13			
Project Benefit	34.00														
Funding Requested	\$6,565,000														
Project Score	51.79														

Project Scorecard

Funding Program STBG & CMAQ

FY23-27 Route 360 at Brad McNeer Parkway - CGT

Sponsor Chesterfield

Project Description

Construct a Continuous Green-T (CGT) at Route 360 and Brad McNeer Parkway. Construct sidewalk on Route 360 from Brad McNeer to Commonwealth Centre Parkway. Close the median opening and remove the Route 360 WB left turn to Craig Rath Boulevard.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	27	0.94	893.39	359.72	5.68	6.69	110.53	123.91	71	0	96.69	0.014	3.58	0.02	179
Normalized PM Value Relative to other Projects	3.86	9.07	72.39	86.59	17.59	12.28	18.95	12.33	0.37	0.00	72.39	95.84	25.72	33.33	0.38
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	5.42		79.49		15.88				18.28			38.82			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	1.36		11.92		3.97				2.74			7.76			
Project Benefit	27.76														
Funding Requested	\$6,038,400														
Project Score	45.97														

Project Scorecard

Funding Program STBG & CMAQ

FY23-28 Belmont Road at Cogbill Road Roundabout

Sponsor Chesterfield

Project Description

Construct a roundabout at Belmont Road and Cogbill Road. Construct a shared-use path on the west and south legs of the intersection. Construct pedestrian crossings (crosswalks and refuge islands) and sidewalk/shared-use path on all legs.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	13	9.41	879.64	358.35	4.92	6.4	78.34	106.26	32	83	95.2	0.0053	4.77	0.02	0
Normalized PM Value Relative to other Projects	1.81	90.83	71.28	86.26	15.23	11.75	13.43	10.57	0.17	2.95	71.28	98.42	34.27	33.33	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	28.51		78.77		13.06				18.64			41.51			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	7.13		11.82		3.27				2.80			8.30			
Project Benefit	33.31														
Funding Requested	\$4,886,424														
Project Score	68.16														

Project Scorecard

Funding Program STBG & CMAQ

FY23-29 RT 360/Woodlake Village Parkway - Turn Lane Improvements

Sponsor Chesterfield

Project Description

Construct one additional southbound left-turn lane and extend the eastbound left-turn storage length at the Woodlake Village Parkway intersection. In addition, install crosswalks and a median refuge island across the west leg of the intersection.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	2	0.3	890.92	357.37	2.85	1.02	82.29	62.24	29	0	96.42	0.036	5.13	0.02	84
Normalized PM Value Relative to other Projects	0.23	2.90	72.19	86.02	8.82	1.87	14.11	6.19	0.15	0.00	72.19	89.29	36.85	33.33	0.18
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	1.03		79.11		8.49				18.12			39.91			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.26		11.87		2.12				2.72			7.98			
Project Benefit	24.95														
Funding Requested	\$2,785,000														
Project Score	89.58														

Project Scorecard

Funding Program STBG

FY23-30 Wilcox Neck Road

Sponsor Charles City

Project Description

The project aims to adjust the typical section of Wilcox Neck to a consistent width that meets current VDOT standards for a secondary local road. This will include increasing the pavement typical section, reconstructing ditches, and grading new shoulders.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	0.07	0	0	0	0	0	0	0	0	0	0.0518	0	0	0
Normalized PM Value Relative to other Projects	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	84.59	0.00	0.00	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.20		0.00		0.00				0.00			21.15			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.05		0.00		0.00				0.00			4.23			
Project Benefit	4.28														
Funding Requested	\$9,366,257														
Project Score	4.57														

Project Scorecard

Funding Program STBG

FY23-31 Roxbury Road

Sponsor Charles City

Project Description

Roxbury Road turn lanes- Exclusive left and right turn lanes to provide ingress and egress to a 47.4 acre public property proposed for public/private retail development off Roxbury Road/SR 106.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Normalized PM Value Relative to other Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		0.00		0.00				0.00			0.00			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.00		0.00				0.00			0.00			
Project Benefit	0.00														
Funding Requested	\$3,146,238														
Project Score	0.00														

Project Scorecard

Funding Program STBG

FY23-32 Historic Main Street Station Preventative Maintenance

Sponsor Richmond

Project Description

Preventative maintenance funds for Main Street Station to perform equipment inspections, cleaning and lubricating essential equipment, and security related capital items to safely operate a multimodal facility.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	0	N/A	0	0	0	0	0	0	102	0	0	0	0	0	1927
Normalized PM Value Relative to other Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	4.14
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		0.00		0.00				0.27			1.03			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.00		0.00				0.04			0.21			
Project Benefit	0.25														
Funding Requested	\$425,000														
Project Score	5.81														

Project Scorecard

Funding Program

FY23-33 Replacement Rolling Stock

Sponsor GRTC

Project Description

CNG Replacement Buses

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VTM per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VTM per Capita	Activity Units
PM Value	0	N/A	0	0	0	0	0	0	0	0	0	0	0.329	0	0
Normalized PM Value Relative to other Projects	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	0.00
PM Weight	100%	0%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	0.00		0.00		0.00				0.00			0.59			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	0.00		0.00		0.00				0.00			0.12			
Project Benefit	0.12														
Funding Requested	\$3,300,000														
Project Score	0.36														

Project Scorecard

Funding Program

FY23-34 Mayo Bridge Rehabilitation

Sponsor Richmond

Project Description

Replacement of south bridge superstructure and deck.

L RTP Goals	Safety		Mobility		Equity and Accessibility				Economic Development			Environment/Land Use			
Project Performance Measure (PM)	Crash Frequency	Crash Rate	Person Through - put	Person Hours of Delay	Access to Jobs	Access to Jobs (EJ)	Access to Destinations	Access to Destinations (EJ)	Job Growth	Connection to Truck Intensive Areas	Truck Through-put	Sensitive Features	Air Polution	VMT per Capita	Connections to Activity Centers
Unit of Measurement (PM)*	EPDO (\$)	EPDO / 1 M VMT	Persons	Person Hours	Jobs per Person	Jobs per Person	Weighted Destinations per 1000 Persons	Weighted Destinations per 1000 Persons	Jobs	Truck Intensive Units	Trucks	% of Overlap	Metric Tons / Year	VMT per Capita	Activity Units
PM Value	10	9.92	908.31	415.43	16.82	15.59	233.57	233.82	7194	940	98.3	0.3362	2.56	0.01	13593
Normalized PM Value Relative to other Projects	1.38	95.75	73.60	100.00	52.07	28.63	40.04	23.26	37.62	33.38	73.60	0.00	18.39	16.67	29.19
PM Weight	70%	30%	50%	50%	30%	20%	30%	20%	50%	25%	25%	25%	25%	25%	25%
Goal Value	29.69		86.80		38.01				45.56			16.06			
Goal Weight	25%		15%		25%				15%			20%			
Weighted Goal Value	7.42		13.02		9.50				6.83			3.21			
Project Benefit	39.99														
Funding Requested	\$29,961,000														
Project Score	13.35														