



Photo: Ashland Town Hall

Central Virginia Transportation Authority (CVTA)

NOTES

This meeting is open to the public. Members of the public are invited to attend in person or virtually. Please alert the CVTA at CVTA@PlanRVA.org if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

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 [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to CVTA@PlanRVA.org. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please indicate by raising your hand (in-person participants, where applicable) or through the Q&A/Chat functions on Zoom (virtual participants) if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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PlanRVA is where the region comes together to look ahead. Established in 1969, PlanRVA promotes cooperation across the region's nine localities and supports programs and organizations like the Richmond Regional Transportation Planning Organization, Central Virginia Transportation Authority, the Emergency Management Alliance of Central Virginia, Lower Chickahominy Watershed Collective and Don't Trash Central Virginia.

AGENDA

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

Friday, January 26, 2024, 9:00 a.m.

PlanRVA James River Boardroom,

424 Hull Street, Suite 300, Richmond, VA 23224 and via Zoom

If you wish to participate in this meeting virtually, please register via Zoom at the following link:

https://planrva-org.zoom.us/webinar/register/WN_D-9wBQB2SumjDpM_kGkhxg

Call to Order (Stoney)

Pledge of Allegiance (Stoney)

Certification of a Quorum (Scott)

Welcome and Introductions (Stoney)

A. **ADMINISTRATION**

1. Confirmation of Member Participation from a Remote Location

(as needed) (Stoney)

Action requested (if there are member requests to participate remotely): motion to confirm that the Chair's decision to approve or disapprove the member(s) request to participate from a remote location was in conformance with the CVTA Policy for Remote Participation of Members; and, the voice of the remotely participating member(s) can be heard by all persons at the primary or central meeting location (voice vote).

2. Consideration of Amendments to the Agenda

(Stoney)

3. Approval of CVTA Meeting Minutes – December 1, 2023 – page 4

(Stoney/5 minutes)

Action requested: motion to approve meeting minutes as presented (voice vote).

4. Open Public Comment Period

5. CVTA Chairman's Report

(Stoney/5 minutes)

6. Capital Region Airport Commission Update

(Perry Miller/20 minutes)

7. CVTA Executive Director's Report

(Parsons/5 minutes)

- a. [Member Profile Form \(linked\)](#)

B. ACTION ITEMS

1. **Cost Estimate Verification** - page 9

(Parsons/10 minutes)

Requested action: motion to approve cost estimates for consideration in development of draft 6-year project list and funding scenario.

2. **Updated CVTA Revenue Estimates (annual projections from VDOT)** – page 16

(Parsons/10 minutes)

Requested action: motion to accept 2023 CVTA revenue estimates from VDOT and incorporate them into the Round 3 Regional Funding Scenario.

3. **CVTA Finance Committee Membership**

(Carroll/5 minutes)

Action Item: motion to appoint _____ and _____ as members of the CVTA Finance Committee according to the CVTA Non-Binding Governance Guidance Document #1, adopted July 14, 2023.

C. REPORTS

1. **CVTA Finance Committee Update**

(10 minutes)

- a. **Finance Committee Chair's Report** *(Carroll)*

- b. **Financial Activities and Investment Reports** *(Parsons)* – page 19

2. **CVTA Technical Advisory Committee (TAC) Update**

(Clarke/15 minutes)

- b. **TAC Chair's Report**

3. **Candidate Project Database** – page 22

(Parsons/10 minutes)

Information Item: review initial draft of CPD for use in developing vision list budget.

4. **Agency Updates**

Parsons/5 minutes)

- a. **PlanRVA Report** – page 34

- b. **RRTPO Report** - page 35

D. OTHER BUSINESS

1. **[Newsletter: The Better Together Connector \(linked\)](#)**

Information item.

2. **CVTA Member Comments**

E. ADJOURNMENT

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY MEETING MINUTES

Friday, December 1, 2023, 9:00 a.m.
PlanRVA James River Boardroom and via Zoom
424 Hull Street, Suite 300, Richmond, VA 23224X

Members Present:

Jurisdiction/ Agency	Member	Present	Absent	Designee	Present	Absent
Town of Ashland	John H. Hodges, Vice Chair	X		Daniel McGraw		X
Charles City County	Byron Adkins, Sr.	X		William Coada		X
Chesterfield County	Kevin P. Carroll	X		Christopher Winslow		X
Goochland County	Neil Spoonhower	X		Susan Lascolette		X
Hanover County	W. Canova Peterson	X		Sean M. Davis		X
Henrico County	Frank J. Thornton	X		Patricia S. O'Bannon		X
New Kent County	Vacant			John Lockwood		X
Powhatan County	Michael W. Byerly		X	Steve McClung		X
City of Richmond	Mayor Levar M. Stoney, Chair	X		Michael Jones		X
VA House of Delegates	Delegate Roxann Robinson		X	N/A		
Senate of Virginia	Senator Ghazala F. Hashmi		X	N/A		
Commonwealth Transportation Board	J. Rex Davis		X	N/A		

Non-Voting Ex-Officio

Agency	Member	Present	Absent	Designee	Present	Absent
CRAC	Perry J. Miller	X		N/A		
GRTC	Sheryl Adams	X		Adrienne Torres		X
RMTA	Joi Taylor Dean	X		N/A		
VDRPT	Jennifer DeBruhl		X	Zach Trogden	X	
VDOT	Stephen Brich		X	Dale Totten (A)		X
				Mark Riblett (A)	X	
Virginia Port Authority	Stephen A. Edwards		X	Cathie J. Vick		X
				Barbara Nelson		X

The technology used for the CVTA meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

Call to Order

The Central Virginia Transportation Authority (CVTA) Chairman, Levar M. Stoney, presided and called the December 1, 2023, Central Virginia Transportation Authority meeting to order at 9:10 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Chair Stoney.

Welcome and Introductions

Chair Stoney welcomed all attendees, including the members of the inaugural CVTA who were present, Mr. Carlos Brown and Ms. Jennifer Mitchell.

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

Chair Stoney reported that there were no members requesting permission to participate remotely.

2. Consideration of Amendments to the Meeting Agenda

Chet Parsons, Executive Director, announced that an additional item under Item C.-2. Is requested:

On motion by John Hodges seconded by Neil Spoonhower, the members of the Authority voted unanimously to amend the agenda to add Item C.-2.-b. Authorization to advertise a public hearing for February 23, 2024, on the FY25-FY30 Draft Funding Scenario (voice vote).

3. Approval of September 29, 2023, CVTA Meeting Minutes

Joi Taylor Dean requested that the minutes be amended to show that she was present on September 29th.

On motion by Neil Spoonhower, seconded by Frank Thornton, the members of the Authority voted to approve the CVTA meeting minutes as amended (voice vote).

4. Open Public Comment Period

There were no citizens present in-person or virtually wishing to offer public comments.

5. CVTA Chairman's Report

Chair Stoney reported the passing of Patricia Paige and read an excerpt of a letter sent to the New Kent Chronicle.

a. FY24 Authority Group Photograph

A group photo was taken of all members present.

B. ACTION ITEMS

1. Special Recognition

On motion by Kevin Carroll, seconded by Byron Adkins, the members of the Authority voted to adopt a resolution recognizing Frank J. Thornton for his service to the CVTA and to the region (voice vote).

The resolution was read and presented. Mr. Thornton addressed the group and shared his appreciation to the members of the Authority. He expressed his pride in having been part of the CVTA.

2. CVTA-Locality SPA Request (City of Richmond)

Dironna Moore Clarke, TAC Chair, came forward and presented the request for approval of the SPA.

On motion by Kevin Carroll, seconded by John Hodges, the members of the Authority voted to approve the CVTA-Locality agreement for CVTA-0007 (Fall Line Trail – Bryan Park Segment) (roll call vote; see Appendix A).

3. CVTA Regional Projects Cycle – Status Update

Mr. Parsons reviewed the current allocation plan, available funding, and candidate project database.

On motion by W. Canova Peterson, seconded by Kevin P. Carroll, the members of the Authority voted to recommend the Finance Director's Working Group, including VDOT and PFM, be asked to advise Executive Director in planning for bonding capacity needs (voice vote).

4. Closed Session - CVTA Bond Counsel Solicitation - Update

On motion duly made and seconded, the members of the Authority voted unanimously to convene in closed session pursuant to Virginia Freedom of Information Act Section 2.2-3711 (A) (29), for the purpose of discussing the award of a public contract involving the expenditure of public fund and discussion of the terms or scope of such contract for special bond counsel for the CVTA, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the public body, and which requires discussion and consultation with legal counsel, pursuant to Section 2.2-3711 (A) (8), during which all recording of the meeting will cease (voice vote).

Chair Stoney asked staff and guests to leave the meeting. The recording and livestream of the meeting was stopped. Members entered closed session at 9:35 a.m. At the conclusion of the closed session, Chair Stoney reconvened the public meeting (10:20 a.m.).

Each member of the Authority voted to certify that, to the best of their knowledge, only public matters lawfully exempted from open meeting requirements and that only such public business matters as were identified in the motion by which the closed session was convened, were heard, discussed, or considered (roll call vote; see Appendix A)).

Eric Gregory, legal counsel, reported on the responses to the RFP for bond counsel.

On motion by Kevin Carroll, seconded by Frank Thornton, the members of the Authority voted unanimously to direct the Finance Committee work with staff to further review the bond council RFP proposals, make a final determination on engaging a firm, and direct the Executive Director to engage the chosen firm and enter into a contract with that firm to provide the bond council services (voice vote).

C. OTHER COMMITTEE REPORTS

1. CVTA Finance Committee Update

a. Finance Committee Chair's Report

Mr. Parsons reported that the Finance Committee met on November 15th. The group discussed the RFP for bond counsel. The next meeting is scheduled for December 13th.

b. Financial Activity and Investment Reports

Mr. Parsons reviewed the financial activity and investment reports.

2. CVTA Technical Advisory Committee (TAC) Update

a. TAC Chair's Report

Ms. Clarke came forward and provided an overview of the candidate project database. She reported that all localities were able to submit their list of projects. TAC will meet again on December 11th.

She also reported on the Fall Line working group is still in the process of reviewing the wayfinding plan. The group meets again on December 6th.

b. Request for authorization to advertise a public hearing for February 23, 2024, on the FY25-FY30 Draft Funding Scenario

Ms. Clarke explained the request for authorization to advertise a public hearing on the draft funding scenario. Authority members had questions and it was clarified that the list will be finalized prior to the end of the year and will be brought to the Authority for review prior to it being advertised.

On motion by Kevin Carroll, seconded by Frank Thornton, the members of the Authority voted unanimously to authorize advertisement of a public hearing for February 23, 2024, on the FY25-FY30 Draft Funding Scenario (voice vote).

D. OTHER BUSINESS

1. Executive Director's Report

Mr. Parson shared a press release that staff is planning to send out today memorializing Patricia Paige. He expressed condolences to the New Kent County representatives present.

He reported that the outcomes of the Moody's confidential ratings review are expected by the end of the month.

2. CVTA Member Comments

Mr. Hodges commented on the ground-breaking for the I-64 widening project ground-breaking. He presented the shovel used at the event to the Authority.

Mr. Carroll reported that New Kent will be asking VDOT to name a portion of I-64 in honor of Patricia Paige. He requested the Authority issue a letter of support for New Kent's request.

On motion by Kevin Carroll, seconded by Byron Adkins, the members of the Authority voted unanimously to authorize staff to draft a letter of support of the proposal (voice vote).

Mr. Carroll also expressed his appreciation for the privilege of serving with Mrs. Paige, Mr. Peterson, Mr. Thornton and other previous members of the Authority.

Mr. Riblett reported that the CTB meetings for next week have been consolidated to Monday, December 4th. The SmartScale action is expected to be taken at that time.

Chair Stoney commended Mr. Thornton and Mr. Peterson for their service to the Authority.

Mr. Peterson thanked each member of the Authority, both current and previous, for the honor of serving on the Authority.

E. ADJOURNMENT

Chair Stoney adjourned the meeting at 10:38 a.m.

Motion as presented: Motion to approve the CVTA-Locality agreement for CVTA-0007 (Fall Line Trail – Bryan Park Segment)

Members	UNWEIGHTED				WEIGHTED					
	Population*	Weighted Votes	"Yay"	"Nay"	Abstain	Absent	Voting Check	Population "Yays"	"Yay"	"Nay"
Ashland	7,873	1	1				Ok	7,873	1	0
Charles City	6,773	1	1				Ok	6,773	1	0
Chesterfield	364,548	4	1				Ok	364,548	4	0
Goochland	24,727		1				Ok	24,727	0	0
Hanover	102,106	3	1				Ok	102,106	3	0
Henrico	334,389	1	1				Ok	334,389	0	0
New Kent	22,945	2			1		Ok	-	0	0
Powhatan	30,333	2			1		Ok	-	0	0
Richmond	226,610	4	1				Ok	226,610	4	0
Delegate					1		Ok		0	0
Senator					1		Ok		0	0
CTB Member		1			1		Ok		0	0
* Census 2020	1,120,304	18	7	0	0	5	12	1,067,026	13	0

A "Valid" vote requires all 12 members to have their vote marked "Yay", "Nay", "Abstain" or marked "Absent".

Quorum:

A majority of the voting members of the Authority (or designees) shall constitute a quorum. There are 12 voting members, therefore at least 7 members must be present to constitute a quorum.

Quorum Present YES

OVERALL VOTE = PASS

Voting Check	VALID
Quorum Present	YES
4/5 Population in Affirmative	PASS

Motion as presented: Certification of Closed Session.

Members	UNWEIGHTED					WEIGHTED				
	Population*	Weighted Votes	"Yay"	"Nay"	Abstain	Absent	Voting Check	Population "Yays"	"Yay"	"Nay"
Ashland	7,873	1	1				Ok	7,873	1	0
Charles City	6,773	1	1				Ok	6,773	1	0
Chesterfield	364,548	4	1				Ok	364,548	4	0
Goochland	24,727	2	1				Ok	24,727	2	0
Hanover	102,106	3	1				Ok	102,106	3	0
Henrico	334,389	4	1				Ok	334,389	4	0
New Kent	22,945	2			1		Ok	-	0	0
Powhatan	30,333	2			1		Ok	-	0	0
Richmond	226,610	4	1				Ok	226,610	4	0
Delegate		1			1		Ok		0	0
Senator		1			1		Ok		0	0
CTB Member		1			1		Ok		0	0
* Census 2020	1,120,304	26	7	0	0	5	12	1,067,026	19	0

A "Valid" vote requires all 12 members to have their vote

marked "Yay", "Nay", "Abstain" or marked "Absent".

Quorum:

A majority of the voting members of the Authority (or designees) shall constitute a quorum. There are 12 voting members, therefore at least 7 members must be present to constitute a quorum.

Quorum Present

Decisions of the Authority shall require an affirmative vote of those present and voting whose votes represent at least four-fifths of the population embraced by the

OVERALL VOTE = **PASS**

Voting Check	VALID
Quorum Present	YES
4/5 Population in Affirmative	PASS

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
Rt. 1 and Ashcake Intersection	The Route 1 and Ashcake Road signal and pedestrian improvements provide a pedestrian connection from the intersection to the proposed (VDOT Proj. 001-116-286) Route 1 widening improvements north of Ashcake Road. The project proposes high visibility crosswalks and pedestrian push buttons on all legs of the intersection and ADA curb ramps on all corners.	Ashland	Highway	\$ 3,100,332	\$ 1,750,000	\$ 4,375,321	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 4,645,321	\$ 2,622,078
Route 60 (Village of Midlothian) Corridor Enhancements	<p>The Midlothian Community Special Area Plan was adopted in 2019 [attached] and identified transportation improvements to improve the quality of life in Midlothian through the village core on Route 60 between Woolridge Road and Old Otterdale Road. Recommendations were based on information gathered from county departments and the community. The following corridor enhancement improvements are proposed. A corridor study has been conducted to vet operational and safety impacts of the proposed improvements. The study is in draft format and pending VDOT review [attached for reference].</p> <ol style="list-style-type: none"> 1. Construct a shared-use path for pedestrians and bicyclists along the south side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. 2. Construct sidewalk gap improvements along the north side of Route 60 through the study corridor from Old Otterdale Road to Woolridge Road. 3. Include streetscaping improvements along the corridor. Development of a streetscape schematic design is currently underway. 4. Narrow travel lane widths on Route 60 to 11 feet through the corridor to reduce pedestrian crossing distances and reduce vehicle speeds. 5. Install access management improvements on Route 60 via a raised median. <p>The RT 288 (Powwhite - RT 360) Corridor Study (2023) is currently underway [funded with local and RSTP funds, UPC T28380]. This study is vetting/refining the remaining unfunded recommendations from the RT 288/RT 360 Interchange Study (2016) study. The on-going study is currently analyzing concepts including the extension of the RT 288 SB C-D road from Powwhite to RT 360 and a potential interchange at Genito Road [recommendation from the Genito/RT 288 Special Focus Area Plan, adopted November 2022]. Submitting sections of draft report developed to date and appendix to help with scoring of concept [growth rates, traffic volumes, etc.]. The study is on track to identify a preferred concept by the end of the year.</p> <p>CVTA Regional funds are being requested to fund Phase 1 consisting of the following improvements (see attached sketch). These improvements are consistent with the three concepts currently being vetted as part of the RT 288 Corridor Study.</p> <p>Extend 2-lane SB RT 288 C-D Road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road.</p> <p>The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp</p>	Chesterfield	Highway	\$ 32,617,208	\$ 20,000,000	\$ 33,469,324	Updated per CEWB & TAC direction	\$ 33,469,324	\$ 20,852,116
RT 288 Southbound C-D Road with Genito Ramp	<p>The RT 288 (Powwhite - RT 360) Corridor Study (2023) is currently underway [funded with local and RSTP funds, UPC T28380]. This study is vetting/refining the remaining unfunded recommendations from the RT 288/RT 360 Interchange Study (2016) study. The on-going study is currently analyzing concepts including the extension of the RT 288 SB C-D road from Powwhite to RT 360 and a potential interchange at Genito Road [recommendation from the Genito/RT 288 Special Focus Area Plan, adopted November 2022]. Submitting sections of draft report developed to date and appendix to help with scoring of concept [growth rates, traffic volumes, etc.]. The study is on track to identify a preferred concept by the end of the year.</p> <p>CVTA Regional funds are being requested to fund Phase 1 consisting of the following improvements (see attached sketch). These improvements are consistent with the three concepts currently being vetted as part of the RT 288 Corridor Study.</p> <p>Extend 2-lane SB RT 288 C-D Road approximately 2,030 feet south of Genito Road, typical section will consist of 2-lanes on C-D road and 2 lanes on mainline RT 288. The right most C-D lane will merge, reducing the typical section to 3 lanes on RT 288 south of Genito Road.</p> <p>The 3-lane section continues approximately 2,870 feet south with the rightmost lane tying into the downstream RT 288 to WB RT 360 ramp</p>	Chesterfield	Highway	\$ 43,311,100	\$ 30,000,000	\$ 55,340,550	Updated per CEWB & TAC direction	\$ 55,340,550	\$ 42,029,450

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Widen Rt 360 to six lanes from Cosby Rd to Otterdale Rd with right turn lanes at Fox Club Pkwy, Otterdale Rd/Cosby Village Dr, and Hampton Park Dr and the addition of a second left turn lane at Hampton Park Dr. Construct pedestrian accommodations, crossings & signals along Rt. 360 and at Fox Club Pkwy/Hampton Park Dr and Woodlake Village Pkwy.	Chesterfield	Highway	\$ 29,579,134	\$ 10,750,000	\$ -	No change	\$ 29,579,134	\$ 10,750,000
Bellwood Connector - PE Only	Develop 30% plans for a new roadway between Bellwood Road and Willis Road.	Chesterfield	Preliminary Engineering (PE)-Only	\$ 3,000,000	\$ 3,000,000	\$ -	No change	\$ 3,000,000	\$ 3,000,000
Busy Street Extension	Extend existing Busy St to Grove Rd. Install signal on Courthouse Rd at Busy St with dual left turn lanes and receiving lane on Busy St. Add second left turn lane to Murray Olds Rd (dual lefts with combined thru/right). Add sidewalk on Busy St and Courthouse Rd with crosswalks.	Chesterfield	Highway	\$ 11,501,274	\$ 5,000,000	\$ 12,012,829	Updated per CEWB & TAC direction	\$ 12,012,829	\$ 5,511,555
FLT: Route 1 Fill-in-the-Gaps	Construct Fall Line Trail along Route 1: 1) Willis Rd - Gettings Ln 2) Dwight Ave - Elliham Ave 3) Falling Creek Ave - Walmsley Blvd	Chesterfield	Bike/Ped	\$ 23,617,472	\$ 23,617,472	\$ 24,376,529	No revisions received	\$ 24,376,529	\$ 24,376,529
Huguenot Road (Cranbeck Rd - Robious Rd) Congestion and Safety Improvement	Add one eastbound through lane on Huguenot Road from west of Robious Rd to the intersection with Cranbeck Rd and one westbound through lane from west of Promenade Pkwy to west of Robious Rd. Construct R-Cut intersection at Huguenot/Cranbeck intersection. Add sidewalk along the limits of the project as well as pedestrian crossings at Polo Pkwy, Cranbeck and Robious roads. Add bike lane on both sides of Huguenot Rd from Polo Pkwy to Cranbeck Rd.	Chesterfield	Highway	\$ 12,713,148	\$ 10,000,000	\$ 13,925,529	Updated per CEWB & TAC direction	\$ 13,925,529	\$ 11,212,381
Powwhite Parkway Extended, Phase I	Extend Powwhite Parkway, as a four-lane road, to Woolridge Road. A partial-cloverleaf interchange is proposed at Charter Colony Parkway. An at-grade intersection is proposed for Woolridge Road, which can accommodate a future grade-separated interchange. Overpasses proposed at Brandermill Parkway and Watermill Parkway.	Chesterfield	Highway	\$ 199,653,479	\$ 30,000,000	\$ -	No change	\$ 199,653,479	\$ 30,000,000
Fairground Rd/Maidens Rd Intersection Improvements	Install a single lane roundabout at the intersection of Fairground Rd and Maidens Rd	Goochland	Highway	\$ 5,517,144	\$ 5,517,144	\$ 6,685,703	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 6,685,703	\$ 6,685,703
Route 288 Southbound Auxiliary Lane	Install an auxiliary lane along Southbound Route 288 from US 250 to Tuckahoe Creek Pkwy.	Goochland	Highway	\$ 13,785,615	\$ 5,000,000	\$ 17,243,038	Consultant review of revisions underway; appears to have addressed all concerns in response memo	\$ 17,243,038	\$ 7,500,000
Route 250 at Route 288 Interchange Improvements	Widening eastbound off ramps from Rt 288 to West Broad St to provide added capacity and to allow free flow of traffic from Rt 288 onto Broad St. Includes widening on Broad Street from Wilkes Ridge Parkway to Bon Secours Parkway. Sidewalk improvements along Broad. Traffic Signal modifications at 250/288 NB off, 250/288 SB off, 250/Wilkes Ridge, and 250/Bon secours.	Goochland	Highway	\$ 23,025,668	\$ 10,000,000	\$ -	No revisions received; Smart Scale Rd 5 validated	\$ 23,025,668	\$ 10,000,000
Route 288 Souhtbound Hard Shoulder Running Lane	Install a Hard Shoulder Running Lane, or a Part Time Shoulder Use Lane, along Southbound Route 288 from West Creek Pkwy to Huguenot Trail (Route 711)	Goochland	Highway	\$ 45,852,109	\$ 15,000,000	\$ -	No revisions received; Smart Scale Rd 5 validated	\$ 45,852,109	\$ 15,000,000
Rt. 360/Walnut Grove Rd Intersection Improvement - Alternatives	Conduct an intersection alternatives analysis of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Studies	\$ 300,000	\$ 300,000	\$ 186,000	Concerns addressed	\$ 186,000	\$ 186,000
Rt. 360/Walnut Grove Rd Intersection Improvement - 60%	Conduct an intersection alternatives analysis plus 60% PE-Only Plans of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Preliminary Engineering (PE)-Only	\$ 2,000,000	\$ 2,000,000	\$ 715,000	Concerns addressed	\$ 715,000	\$ 715,000
Rt. 360/Walnut Grove Rd Intersection Improvement	Conduct an intersection alternatives analysis plus 100% Preliminary Engineering, Right-of-Way, and Construction of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	Hanover	Highway	\$ 10,000,000	\$ 10,000,000	\$ 10,540,150	Concerns addressed	\$ 10,540,150	\$ 10,540,150
Atlee Rd/Meadowbridge Rd Intersection Improvement	Intersection alternatives analysis plus 60% PE-Only plans for the Atlee Road and Meadowbridge Road Intersection.	Hanover	Preliminary Engineering (PE)-Only	\$ 2,500,000	\$ 2,500,000	\$ 715,000	Concerns addressed	\$ 715,000	\$ 715,000

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
Short Pump Area Improvements	The objective of this study is to identify the needs and to develop and evaluate potential solutions to address those needs of the transportation network in the Short Pump area (in Henrico County just west of Richmond), which includes sections of I-64, I-295, and US 250. The purpose for the project is to address and improve upon the identified needs of the transportation network.	Henrico	Highway	\$ 274,640,336	\$ 75,000,000	\$ 274,640,336	Complexity level (moderate) not supported by documentation per consultant	\$ 274,640,336	\$ 75,000,000
Rt. 5/New Osborne Turnpike Improvements	The purpose of the Route 5/New Osborne Turnpike Improvements Study is to evaluate necessary improvements along the New Osborne Turnpike and Route 5 corridors in eastern Henrico County to support future traffic growth and transportation needs in the area.	Henrico	Highway	\$ 170,825,600	\$ 40,000,000	\$ 176,722,100	Concerns addressed	\$ 176,722,100	\$ 41,380,706
Pulse Extension West (GRTC)	The proposed project includes the design, right-of-way acquisition, and construction of the extension of GRTC's "The Pulse" Bus Rapid Transit route to the intersection of Parham Road and West Broad Street. The project will include a minimum of 1.25 bidirectional miles of dedicated shared bus and bike lanes, signal modifications and communication, eight (8) bus stations with level boarding, and a turnaround loop at the end of the line.	Henrico	Transit	\$ 55,559,540	\$ 14,000,000	\$ 59,419,540	GRTC submitted 1/8	\$ 59,419,540	\$ 14,972,650
I-95 and Parham Rd Interchange	This study is to examine the existing capacity and safety issues at the I-95 at Parham Road Full Cloverleaf interchange and the concerns regarding the additional traffic that will be generated from developments and overall growth in the area, which will potentially cause the interchange to be overcapacity causing even more safety issues. Project will also look at possible geometric deficiencies and bridge height improvements.	Henrico	Preliminary Engineering (PE)-Only	\$ 3,000,000	\$ 2,500,000	\$ 4,875,000	Risk level (low) not supported by documentation per consultant	\$ 5,705,000	\$ 4,754,167
E. Parham Road and Woodman Road Intersection Improvements	County proposes to provide a shared use path and sidewalk extension along Woodman Road from Hungary Road to E. Parham Road.	Henrico	Highway	\$ 14,822,968	\$ 10,000,000	\$ -	Concerns addressed	\$ 14,822,968	\$ 10,000,000
E. Parham Road Improvements	The project will add one through lane (three total) westbound on Parham Road from the Wal-Mart Shopping Center signal to Cleveland Street; The new through lane will become a right-turn lane between Hungary Rd. and Cleveland St. New crosswalks across north, south, east approaches w/ 6' wide medians for pedestrian refuge and pedestrian signals at the Parham Rd. & Brook Road intersection. New sidewalk on both sides of Parham Road between Brook Road and Wal-Mart Shopping Center will be installed. A crosswalk and pedestrian signal equipment will be installed for a west leg crossing. New sidewalk on east side of Brook Road south of Parham Road to tie into existing sidewalk network; Provide new sidewalk on the north side of Parham Road and Hungary Road to tie into the proposed Fall Line Trail; Provide new pedestrian curb ramps on west side of Brook Road at Concord Avenue; Provide new traffic signal poles with luminaires for improved pedestrian safety.	Henrico	Highway	\$ 11,855,754	\$ 2,500,000	\$ -	Concerns addressed	\$ 11,855,754	\$ 2,500,000
Parham Road Improvements Holly Hill to Three Chopt Rd	This project will fill in sidewalk along both sides of N. Parham Road from Quioccasin Road to Three Chopt Road. Other improvements include removal of slip lanes at Quioccasin Rd and N. Parham intersection, and installation of pedestrian at-grade crossings at the signalized intersection within the project limits. The pedestrian improvements at the signalized intersection will include ADA ramps, push buttons and pedestrian signal heads. The existing median on Eastridge Road (East/West) will be extended, and the intersection of Eastridge Road (East/West) and Eastridge Road (North/South) to be modified to a right-in/right-out configuration.	Henrico	Highway	\$ 10,081,556	\$ 2,500,000	\$ -	Concerns addressed	\$ 10,081,556	\$ 2,500,000

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
Route 60/33/Beulah Roundabout	This project is for the design and construction of a single-lane roundabout at the intersection of Route 60 (E Williamsburg Rd), Route 33 (E Nine Mile Rd), and Beulah Rd. The project includes sidewalk connections along the north side of Rout 60 and east and west sides of Nine Mile Road to link to existing sidewalk network and will relocate a GRTC bus stop (Stop ID 2312) to E. Nine Mile Road from West Street.	Henrico	Highway	\$ 10,695,803	\$ 7,500,000	\$ 11,469,987	Concerns addressed	\$ 11,469,987	\$ 8,042,865
Route 106 Diverging Diamond Interchange Project	The proposed Diverging Diamond Interchange (DDI) configuration requires the construction of a new two-lane northbound bridge along Route 106 with a shared-use path separated by railing. The existing two-lane bridge will be repurposed to carry southbound traffic. Right-of-way will need to be acquired from properties in the SW and NW quadrants of the interchange in addition to the land dedicated by the Buc-ee's parcel for construction of new road/ramp infrastructure to support the movement of vehicular traffic through the Diverging Diamond Interchange. Following are specific improvements that may be viewed on the Full DDI Build Drawings: Reconstruct Route 106 to construct a multi-lane diverging diamond interchange at I-64 and Route 106: <ul style="list-style-type: none"> Widen southbound Route 106 between City Center Court and Jimmy Burrell Lane to provide two continuous thru lanes Re-stripe northbound Route 106, between Jimmy Burrell Lane and City Center Court, to provide two continuous through lanes Widen southbound Route 106 from City Center Court to Jimmy Burrell Lane to provide median separation Widen southbound and northbound Route 106 between the proposed DDI crossover at the I-64 westbound ramp termini to City Center Court to provide two through lanes in each direction Construct a new two-lane bridge carrying northbound Route 106 over I-64 with shared-use path facilities 	New Kent	Highway	\$ 86,357,966	\$ 25,000,000	\$ -	Concerns addressed	\$ 86,357,966	\$ 25,000,000
US 60/VA13 Intersection Improvement	This proposal (as recommended in a 2019 VDOT study) will construct an RCUT at the intersection of U.S. Route 60 (Anderson Highway) and State Route 13 (Old Buckingham Road), with related improvements at the intersection of U.S. Route 60 (Anderson Highway) and State Route 603 (Academy Road), including additional turn lanes.	Powhatan	Highway	\$ 7,217,798	\$ 7,217,798	\$ -	No revisions; VDOT estimate and administration	\$ 13,237,074	\$ 13,237,074
US 60 and Dorset Road Intersection Improvement	Reconfigure the intersection of U.S. Route 60 and Dorset Road to a RCUT with two northbound right-turn lanes. Reconfigure the minor approaches at the intersection of U.S. Route 60 and Batterson Road to only allow right-in/right-out and reconfigure the crossover at this intersection to allow eastbound U-turns. Construct a westbound U-turn area approximately 400 feet west of the intersection of U.S. Route 60 and Dorset Road.	Powhatan	Highway	\$ 7,014,006	\$ 7,014,006	\$ -	No revisions; VDOT estimate and administration	\$ 12,731,563	\$ 12,731,563

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
North South BRT	This project will introduce a new bus rapid transit line that connects Northside and Southside Richmond with high-capacity, high-frequency bus service. The North-South BRT will improve travel times, deliver better frequency, and provide enhanced transit amenities to passengers. This project application is for funding for construction of stops and other roadway, signal, and pedestrian safety improvements for the 2.5-mile section along Chamberlayne Avenue from the Henrico County line (Azalea/Wilmer) to Lombardy Street. The improvements will include up to 14 BRT stop locations (anticipated as seven curbside stations north of Lombardy Street [one on each side of the roadway] [if Chamberlayne Avenue is selected]), traffic signal improvements including queue jumps and transit signal priority, sidewalk and ADA accessible ramp improvements, pedestrian crossing improvements, access management, and streetscape to collectively improve transportation, land use, and health together to make an active public street. GRTC is currently studying the proposed alignment for this new service for the section through downtown and south of Broad Street to traverse either Midlothian Turnpike (US 60), Hull Street Road (US 360) or Richmond Highway (US 1) in Southside. The North-South BRT is a top recommendation from the Richmond Connects Plan. The City and GRTC are seeking funds in FY25-FY28 for corridor study planning, NEPA, design, right-of-way, and construction. The requested CVTA funds will position the project to advance construction in FY29.	Richmond	Transit	\$ 109,717,250	\$ 15,000,000	\$ 114,953,422	Consultant review of revisions underway	\$ 114,953,422	\$ 15,715,864
Downtown Transit Hub	This project will provide for a permanent brick-and-mortar Downtown Transit Hub facility. GRTC implemented a system redesign, inclusive of the Pulse BRT line in June 2018. The redesign created several major local route and BRT transfer nodes through the design of consolidated and walking proximity of BRT stations and five or more fixed route bus stops (Convention Center Station, Willow Lawn Station, Shockoe Bottom Station, and Science Museum Station). In absence of a main transfer station in the downtown area, the redesign structured the system to have two major transfer areas for local routes utilizing on street right-of-way and sprawling several City blocks due to current right-of-way use, existing street design, pedestrian safety, lighting, and routing efficiency. Between these two transfer sprawl areas, upwards of 7,500 connections and/or final destinations are made per weekday. GRTC is studying the location and conceptual design of a Downtown Transit Hub to support this transfer activity, inclusive of Transit Oriented Development (TOD). The Downtown Transit Hub will provide regional transfer service with the extension of the Pulse BRT into Henrico County and Chesterfield County. The	Richmond	Transit	\$ 32,400,000	\$ 12,400,000	\$ -	No revisions; Project estimate is not refined and funding is for leverage/match only	\$ 32,400,000	\$ 12,400,000
C Commerce Road - FLT Phase II	This project will provide multimodal transportation improvements and streetscape to the 2-mile stretch of Commerce Road from Decatur Street to Bellemeade Road, including providing the Fall Line Trail. This project will provide a new typical section to support access to port-related freight movements including 10' sidewalk with 5' buffers, two travel lanes in each direction, dedicated left turn lanes, crossing improvements, and other streetscape and trail amenities.	Richmond	Bike/Ped	\$ 56,205,594	\$ 10,000,000	\$ 57,942,759	Consultant review of revisions underway	\$ 57,942,759	\$ 10,309,073

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
D Hull Street Shared Use Path	This project (UPC T27853) will improve the 0.7 mile stretch of Hull Street between Arizona Drive and McGuire Drive and along the 0.15 mile stretch of Belt Boulevard between Hull Street and Southside Plaza. This project will provide a 10 shared use path with 8 buffer along the north side of Hull Street and along the west side of Belt Boulevard to complete the missing link between the funded improvements along Hull Street at Arizona Drive (UPC 115200), at the intersection of Hull Street and Belt Boulevard(UPC 113813), and the James River Branch Trail (UPC 118943). This project will also provide access management improvements, bike, pedestrian, and transit improvements at three transit stops including a transit pullover bay, and safety improvements including pulling in the existing westbound channelized right turn and southbound channelized right turn into the intersection at Belt Boulevard, and removing the westbound auxiliary lane along Hull Street from Belt Boulevard to Arizona Drive.	Richmond	Bike/Ped	\$ 8,275,517	\$ 3,000,000	\$ 8,696,822	Consultant review of revisions underway	\$ 8,696,822	\$ 3,152,729
E Richmond Highway Fall Line Trail Improvements	This existing 2.1 mile Fall Line Trail project (UPC 119598) will provide multimodal transportation improvements along US Route 1 between Walmsley Boulevard to Bellemeade Road, including a shared-use path, curb and gutter, crossing improvements, signal modifications, transit stop improvements, and other streetscape amenities, following the preferred corridor as identified in VDOT's Ashland to Petersburg trail study.	Richmond	Bike/Ped	\$ 33,548,713	\$ 17,377,713	\$ 34,671,598	Consultant review of revisions underway	\$ 34,671,598	\$ 18,000,000
F Port of Virginia Gateway Interchange and Streetscape Improvements	This project will improve multimodal safety and operations along the 0.4-mile stretch of Commerce Road between Bells Access Road and Walmsley Boulevard by providing a 5 sidewalk with 4 buffer, new dedicated turn lanes, and pedestrian and transit access improvements and crossing accommodations at two existing intersections and three transit stops. This project will also improve multimodal safety and operations at the intersection of Commerce Road and Walmsley Boulevard/I-95 interchange at Exit 69 by providing a multilane roundabout, lane configuration improvements, and pedestrian access improvements and crossing accommodations. Project will improve access management by consolidating commercial entrances, removing 2 entrances in total, and by relocating an existing access point further from the intersection of Commerce Road and Walmsley Boulevard.	Richmond	Highway	\$ 17,430,812	\$ 8,000,000	\$ 18,500,631	Consultant review of revisions underway	\$ 18,500,631	\$ 8,491,001
A Hull Street Phase II (US360)	This project will improve the typical section of Hull Street from Chippenham Parkway to Hey Road by providing two through travel lanes in each direction, a raised median, and dedicated turn lanes along the mile corridor. The project will reduce the number of entrances and median crossings (access management), provide safer accommodations for people who walk and bike including streetscape, 10 shared-use path, and 5 sidewalk, and bike, pedestrian & access improvements to high frequency transit service. Previous Smart Scale Round 4 and Round 5 submittal vetted by COR and VDOT.	Richmond	Highway	\$ 19,627,409	\$ 4,305,227	\$ 20,783,292	Consultant review of revisions underway	\$ 20,783,292	\$ 4,558,767

Project Title	Description	Sponsor	Category	Original Applicant Estimate & Request (Current Dollars)		Revised Estimate after Third-Party Review (Current Dollars)		TAC Consensus Estimate & Request (Current Dollars)	
				Total	Request	Total	Notes	Total	Adjusted Request
B Forest Hill Avenue Phase II	The Forest Hill Avenue Phase II project will improve multimodal safety and operations along the one mile section of Forest Hill Avenue from Powwhite Parkway to Dorchester Road. The project will provide a raised median for access management and dedicated turn lanes, buffered bike lanes in each direction, sidewalk along the corridor where there is none today, crossing improvements at three intersections and other streetscape amenities including lighting.. The project also improves access for people who walk and bike to high frequency transit to ten transit stops.	Richmond	Highway	\$ 32,348,043	\$ 10,000,000	\$ 34,110,892	Consultant review of revisions underway	\$ 34,110,892	\$ 10,544,963

Full funding requested

\$ 1,480,068,622 \$ 494,987,385



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

December 22, 2023

Chet Parsons
Executive Director
Central Virginia Transportation Authority
424 Hull Street, Suite 300
Richmond, Virginia 23224

Dear Mr. Parsons:

The Virginia Department of Taxation prepares revised revenue forecasts for the Commonwealth's state revenue sources. The revenue forecast includes the state nongeneral fund revenues dedicated to transportation. The Virginia Department of Transportation has received the revised official revenue estimates for Fiscal Years 2024 to 2030 for the regional revenues dedicated to the Central Virginia Transportation Fund (CVTF).

The attached document provides the December 2023 CVTF revenue estimates for Fiscal Years 2024 to 2030 and a comparison to the estimates provided in December 2022. The monthly CVTF reports provided by VDOT will reflect these new revenue estimates for the current fiscal year.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Laura A. Farmer".

Laura A. Farmer
Chief Financial Officer

Attachment

c: Stephen C. Brich, Commissioner of Highways

Central Virginia Transportation Fund (09730)

Revenue Forecast

Fiscal Years 2024 - 2030

(in millions)

	December 2022 Forecast			December 2023 Forecast			Change		
	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
FY 2024	\$ 170.4	\$ 57.6	\$ 228.0	\$ 154.0	\$ 51.3	\$ 205.3	\$ (16.4)	\$ (6.3)	\$ (22.7)
FY 2025	176.2	60.0	236.2	161.8	52.7	214.5	(14.4)	(7.3)	(21.7)
FY 2026	180.8	61.9	242.7	176.5	54.6	231.1	(4.3)	(7.3)	(11.6)
FY 2027	182.4	63.7	246.1	183.5	56.1	239.6	1.1	(7.6)	(6.5)
FY 2028	184.4	65.4	249.8	190.4	57.6	248.0	6.0	(7.8)	(1.8)
FY 2029	186.5	66.8	253.3	197.3	58.9	256.2	10.8	(7.9)	2.9
FY 2030	188.5	67.1	255.6	203.8	59.1	262.9	15.3	(8.0)	7.3
Total - FY 2024 - 2030	\$ 1,269.2	\$ 442.5	\$ 1,711.7	\$ 1,267.3	\$ 390.3	\$ 1,657.6	\$ (1.9)	\$ (52.2)	\$ (54.1)

Adjusted Revenue Forecasts based on VDOT Projections

Central Virginia Transportation Authority (January 2024)

	December 2020 VDOT Forecast (million)			December 2020 Adjusted Forecast (million)			December 2021 VDOT Forecast (million)			December 2022 VDOT Forecast (million)			December 2023 VDOT Forecast (million)			Variance from 2022 Forecast (million)			Adjusted Regional Forecast (01/24)	Adjusted Forecast Local Revenues (million)	Adjusted Forecast GRTC Revenues (million)
	0.7% Local Sales Tax	Fuels	Total CVTF Revenues	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	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	0.7% Local Sales Tax	Fuels Tax	Total CVTF Revenues	35%	50%	15%
2022	\$140	\$60	\$200	\$132	\$57	\$189	\$122.7	\$58.4	\$181.1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2023	\$144	\$62	\$206	\$135	\$59	\$194	\$131.8	\$61.1	\$192.9	\$166.7	\$54.1	\$220.8	NA	NA	NA	NA	NA	NA	NA	NA	NA
2024	\$147	\$63	\$210	\$138	\$60	\$198	\$135.6	\$61.9	\$197.5	\$170.4	\$57.6	\$228.0	\$154.0	\$51.3	\$205.3	(\$16.4)	(\$6.3)	(\$22.7)	\$71.9	\$102.7	\$30.8
2025	\$155	\$64	\$218	\$145	\$60	\$206	\$139.0	\$62.4	\$201.4	\$176.2	\$60.0	\$236.2	\$161.8	\$52.7	\$214.5	(\$14.4)	(\$7.3)	(\$21.7)	\$75.1	\$107.3	\$32.2
2026	\$162	\$65	\$227	\$152	\$61	\$214	\$139.8	\$63.0	\$202.8	\$180.8	\$61.9	\$242.7	\$176.5	\$54.6	\$231.1	(\$4.3)	(\$7.3)	(\$11.6)	\$80.9	\$115.6	\$34.7
2027	\$167	\$66	\$232	\$156	\$63	\$219	\$140.5	\$64.0	\$204.5	\$182.4	\$63.7	\$246.1	\$183.5	\$56.1	\$239.6	\$1.1	(\$7.6)	(\$6.5)	\$83.9	\$119.8	\$35.9
2028	\$171	\$67	\$238	\$161	\$64	\$225	\$141.1	\$65.4	\$206.5	\$184.4	\$65.4	\$249.8	\$190.4	\$57.6	\$248.0	\$6.0	(\$7.8)	(\$1.8)	\$86.8	\$124.0	\$37.2
2029	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$186.5	\$66.8	\$253.3	\$197.3	\$58.9	\$256.2	\$10.8	(\$7.9)	\$2.9	\$89.7	\$128.1	\$38.4
2030	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$188.5	\$67.1	\$255.6	\$203.8	\$59.1	\$262.9	\$15.3	(\$8.0)	\$7.3	\$92.0	\$131.5	\$39.4
TOTAL	\$1,085	\$446	\$1,532	\$1,020	\$424	\$1,444	\$950.5	\$436.2	\$1,386.7	\$1,435.9	\$496.6	\$1,932.5	\$1,267.3	\$390.3	\$1,657.6	(\$1.9)	(\$52.2)	(\$54.1)	\$580.2	\$828.8	\$248.6

Estimated Regional Revenue Contribution by Jurisdiction - based on 2024 Forecast Tax Revenue (million)										
	Ashland	Charles City	Chesterfield	Goochland	Hanover	Henrico	New Kent	Powhatan	Richmond	Total
2024	\$0.232	\$0.493	\$20.315	\$1.80	\$9.80	\$23.22	\$1.66	\$1.55	\$12.79	\$71.86
2025	\$0.243	\$0.515	\$21.225	\$1.89	\$10.24	\$24.26	\$1.73	\$1.62	\$13.36	\$75.08
2026	\$0.261	\$0.555	\$22.868	\$2.03	\$11.03	\$26.13	\$1.87	\$1.75	\$14.39	\$80.89
2027	\$0.271	\$0.575	\$23.709	\$2.11	\$11.43	\$27.10	\$1.93	\$1.81	\$14.92	\$83.86
2028	\$0.280	\$0.595	\$24.540	\$2.18	\$11.84	\$28.05	\$2.00	\$1.87	\$15.45	\$86.80
2029	\$0.290	\$0.615	\$25.352	\$2.25	\$12.23	\$28.97	\$2.07	\$1.94	\$15.96	\$89.67
2030	\$0.297	\$0.631	\$26.015	\$2.31	\$12.55	\$29.73	\$2.12	\$1.99	\$16.37	\$92.02
TOTAL	\$1.288	\$2.733	\$112.657	\$10.009	\$54.331	\$128.752	\$9.191	\$8.604	\$70.910	\$398.475

Fiscal Year 2023 final local distributions		
	Revenue	Combined Tax
Ashland	\$ 340,083	0.32%
Charles City	\$ 721,771	0.69%
Chesterfield	\$ 29,753,780	28.27%
Goochland	\$ 2,643,576	2.51%
Hanover	\$ 14,349,421	13.63%
Henrico	\$ 34,004,702	32.31%
New Kent	\$ 2,427,332	2.31%
Powhatan	\$ 2,272,408	2.16%
Richmond	\$ 18,727,909	17.80%
Total	\$ 105,240,982	

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY
Tax Collections and Allocations
For the Fiscal Year Ended June 30, 2024

	June Tax Activity 09/30/23	July Tax Activity 10/31/23	August Tax Activity 11/30/23	September Tax Activity	October Tax Activity	November Tax Activity	December Tax Activity	YTD	LTD
Local Distribution Fund									
Receipt of Taxes:									
Sales and Use Tax	\$ 13,837,841	\$ 14,286,440	\$ 13,761,213	\$ -	\$ -	\$ -	\$ -	\$ 41,885,494	\$ 452,335,790
Local Fuels Tax	3,842,244	4,369,570	4,550,281	-	-	-	-	12,762,095	156,543,219
Total Receipt of Taxes	17,680,085	18,656,010	18,311,494	-	-	-	-	54,647,590	608,879,009
Cash Outflows & Transfers:									
Transfers:									
Operating Fund	325,048	-	-	-	-	-	-	325,048	2,019,768
Regional Fund	6,074,263	6,442,722	6,450,584	-	-	-	-	18,967,569	212,355,413
Payments to GRTC	2,603,256	2,798,402	2,746,724	-	-	-	-	8,148,381	91,028,886
Total transfers	9,002,567	9,241,124	9,197,308	-	-	-	-	27,440,998	305,404,067
Local Distributions:									
Ashland	28,669	34,903	30,933	-	-	-	-	94,504	1,017,791
Charles City	39,251	-	-	-	-	-	-	39,251	1,811,301
Chesterfield	2,582,822	2,716,292	2,674,022	-	-	-	-	7,973,136	87,177,178
Goochland	203,589	205,763	263,704	-	-	-	-	673,056	7,568,117
Hanover	1,223,007	1,341,443	1,193,624	-	-	-	-	3,758,075	42,033,245
Henrico	2,775,521	3,002,053	2,843,311	-	-	-	-	8,620,884	97,272,261
New Kent	153,946	219,171	232,394	-	-	-	-	605,511	7,190,392
Powhatan	195,798	223,703	209,877	-	-	-	-	629,379	6,765,855
Richmond	1,474,916	1,671,559	1,666,322	-	-	-	-	4,812,797	52,638,800
Total local distributions	8,677,519	9,414,887	9,114,187	-	-	-	-	27,206,592	303,474,942
Local Distribution Fund ending balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (0)
Operating Fund									
Beginning balance, July 1, 2023								\$ 678,669	
Transfer from Local Distribution Fund	\$ 325,048	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	325,048	
Prior year accounts payable	-	-	-	-	-	-	-	-	
Payment of operating costs	-	-	-	-	-	-	-	-	
Interest income	2,630	3,772	4,102	-	-	-	-	10,503	
Operating Fund ending balance	\$ 327,678	\$ 3,772	\$ 4,102	\$ -	\$ -	\$ -	\$ -	\$ 1,014,221	
Regional Fund									
Beginning balance, July 1, 2023								\$ 198,993,043	
Transfer from Local Distribution Fund	\$ 6,074,263	\$ 6,442,722	\$ 6,450,584	\$ -	\$ -	\$ -	\$ -	18,967,569	
Payment for regional projects	(234,759)	-	(219,126)	-	-	-	-	(453,884)	
Interest income	582,074	632,530	646,572	-	-	-	-	1,861,175	
Receivable Due from Locality		86,881	(41,561)					45,321	
Regional Fund ending balance	\$ 6,421,578	\$ 7,162,133	\$ 6,836,469	\$ -	\$ -	\$ -	\$ -	\$ 219,413,223	

Notes:

* Activity month is reported. CVTA receives funds three months after the activity month



NOVEMBER 2023

MONTHLY INVESTMENT REPORT

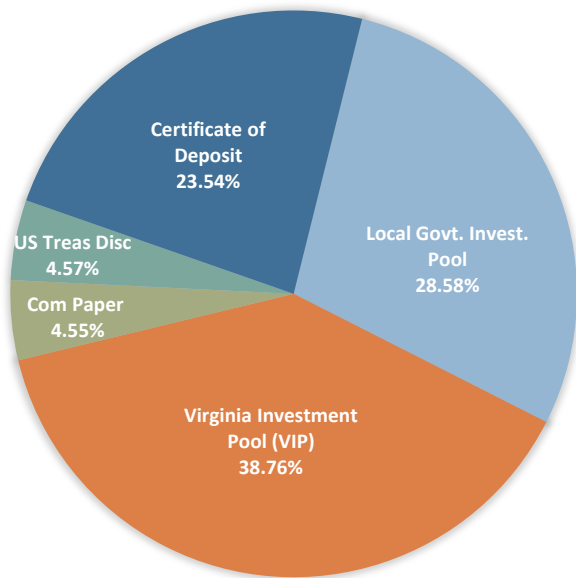
REBECCA R. LONGNAKER, CPA, MGT
 INVESTMENT OFFICER
 9211 Forest Hill Avenue
 Richmond, VA 23235
 Office: 804-748-1201
 Email: longnakerr@chesterfield.gov
 www.chesterfield.gov/treasurer

This investment report for November 2023 is presented in accordance with the Investment Policy of the Treasurer of Chesterfield County, Virginia. The objective of the policy is to obtain the highest possible yield on available financial assets, consistent with constraints imposed by safety objectives, cash flow considerations and the laws of the Commonwealth of Virginia that restrict the placement of public funds. All investments held are in compliance with this policy.

Investments at a glance (as of 11/30/2023)

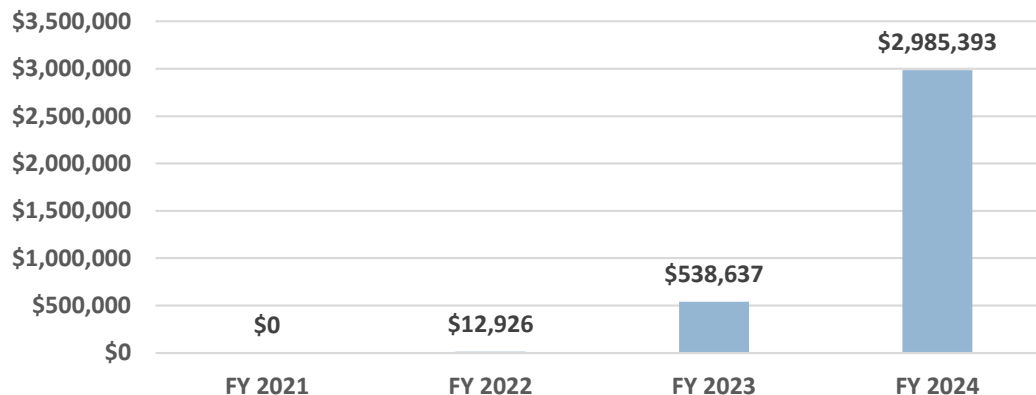
Total Book Value	\$212,906,256.91
Average Days to Maturity	11
Yield to Maturity 365 Day Equivalent	5.52%

Investment Type Allocation



Portfolio Mix	Balance
Local Govt. Invest. Pool (LGIP)	\$60,852,715.11
Virginia Investment Pool (VIP)	\$82,519,141.79
Federal Agency Discount	\$0
Federal Agency Coupon	\$0
Corporate Bond	\$0
Commercial Paper	\$9,679,683.15
Certificate of Deposit	\$50,115,077.97
US Treasury Discount	\$9,739,638.89
Total	\$212,906,256.91

Cumulative Interest Earnings FY2024



Interest earnings through November 2023 reflect the highest yields since inception. Short term yields continue to remain high to combat inflation. Cash flow projections provided by the financial advisory committee will determine how long maturities may be invested.

Benchmark Comparisons

The 91-Day Treasury Bill, 6-Month Treasury Bill and the Virginia Treasury Prime Liquidity are used as benchmarks for Central Virginia Transportation Authority's (CVTA) portfolio performance. The portfolio outperformed all of the benchmarks for the month of November. High inflation continues to keep short term yields high.

YIELD BENCHMARKING			
	CURRENT YIELD	YEAR AGO	YoY CHANGE
Portfolio	5.524%	3.28%	2.244% pts
91-day T-Bill	5.520%	4.32%	1.200% pts
6-month T-Bill	5.440%	4.61%	0.830% pts
Va. Treas. Prime Liq.	4.780%	3.09%	1.690% pts

Compliance Report

The Treasurer's Investment Policy specifies limits on categories of investments to obtain diversification and avoid incurring unreasonable risk inherent in over-investing in specific instruments. CVTA's Investment Portfolio is in compliance with the Treasurer's Investment Policy.

Investment Category	Code of Virginia			Treasurer's Investment Policy			November Actual %
	Maximum Maturity	Authorized % Limit	Rating Requirement	Maximum Maturity	Authorized % Limit	Rating Requirement	
Local Government Investment Pool (LGIP)	N/A	100%	N/A	N/A	100%	N/A	28.58%
Virginia Investment Pool Trust Fund (VIP)	N/A	100%	N/A	N/A	100%	N/A	38.76%
Federal Agency Discount	No Limit	100%	N/A	5 Years	100%	N/A	0.00%
Federal Agency Coupon	No Limit	100%	N/A	5 Years	100%	N/A	0.00%
Corporate Bonds	5 Years	100%	AA/Aa	5 Years	100%	AA/Aa	0.00%
Commercial Paper	270 Days	35%	A1/P1/F1/D1	270 Days	35%	A1/P1/F1/D1	4.55%
Certificate of Deposit	5 Years	100%	A1/P1/AA/Aa	5 Years	100%	A1/P1/AA/Aa	23.54%
U.S. Treasury Discount	No Limit	100%	N/A	5 Years	100%	N/A	4.57%

Understanding Key Investment Terms

Local Government Investment Pool (LGIP)	A State-administered fund that enables governmental entities to realize the economies of large-scale investing and professional funds management.
Virginia Investment Pool Trust Fund (VIP)	A fund, administered by the Virginia Municipal League (VML) and Virginia Association of Counties (VACo), that provides political subdivisions of the Commonwealth of Virginia the ability to pool their funds and invest under the direction and daily supervision of a professional fund manager.
Federal Agency Discount	Fixed income government agency obligations priced below par and maturing in more than one year.
Federal Agency Coupon	Fixed income government agency obligations with a stated interest rate and maturing in more than one year.
Corporate Bonds	Corporate Bonds are debt securities issued by publicly-held corporations to raise money for expansion or other business needs with a rating from at least two agencies of Aa by Moody's Investor Service, Inc., AA by Standard and Poors, Inc. or AA by Fitch, and a maturity of no more than five years.
Commercial Paper	"Prime Quality" paper with a maturity of 270 days or less and rated at least prime 1, A-1, or F-1 by the major credit rating agencies.
Certificate of Deposit	Negotiable certificates of deposits of domestic banks and domestic offices of foreign banks with a rating of at least A-1 or P-1 for maturities one year or less, and AA or Aa for maturities over one year and not exceeding five years.
U.S. Treasury Discount	Fixed income government securities priced below par and maturing in less than one year.

Total Regional Need:	\$7,921,100,000
<i>Timeframe</i>	
0-5 Years	\$2,253,500,000
5-10 years	\$3,020,500,000
10-15 years	\$2,647,100,000

<i>Project Eligibility</i>	
<i>Eligible</i>	<i>Wild Card</i>
\$1,886,500,000	\$346,000,000
\$2,716,300,000	\$290,000,000
\$2,372,000,000	\$275,100,000

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	E	Rt.1 / Ashcake Road Intersection Imp				\$4.50				
0-5	E	Rt.1 Ashcake to SCL				\$40.00				
0-5	E	Vaughan Road Grade Separated Crossing				\$40.00				
5-10	E	I-95 Overpass				\$20.00				
5-10	E	Ashcake Grade Separated Crossing				\$50.00				

Total \$154.5

Estimates and schedules are for planning purposes only and are subject to change.

		0-5	\$84.50	84.5	0
		5-10	\$70.0	70	0
Ashland		10-15	\$0.0	0	0

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	WC	Fire Station Warning lights/stop light for exiting emergency vehicles when on call to an emergency	N/A	N/A	N/A	\$0.00				
0-5	WC	Railroad crossing safety improvements	N/A	N/A	N/A	\$0.00				
0-5	WC	Repaving/surfacing of Barnetts Road	~\$1.5M per mile order of magnitude			\$0.00				Order of magnitude estimate is in FY2022 Dollars based on previous projects executed in Richmond District.
0-5	WC	Construction of specific improvements resulting from the Rt. 106 Corridor Study (projects may transcend all time horizons)	TBD	TBD	TBD	\$0.00				
0-5	WC	Spot Improvements and shoulder improvements on Willcox Neck Road from Rivers Rest to Rt. 5	\$1.00	\$2.00	\$6.50	\$9.50				Based of FY2024 RSTBG application estimate review. Numbers in FY2022 dollars.
0-5	WC	Shoulder safety pavement markings on all Primaries (example - Rt. 5 going towards Williamsburg)	\$250,000 per mile order of magnitude costs			\$0.00				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
0-5	E	Micro-transit service in Charles City County linking GRTC and Bay Aging Services (piolet program)	N/A	N/A	N/A	\$0.00				
0-5	WC	Turn lanes and tapers for the County's commercial/industrial park along Rt 106	\$0.50	\$1.00	\$2.00	\$3.50				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
0-5	WC	Safety Improvements to Rt. 5 and Courthouse Road Intersection	\$1.50	\$1.50	\$5.00	\$8.00				Based on FY2020 SMART SCALE application estimate review. Used PS module to inflate estimate.
0-5	WC	Establishment of a Park and Ride Lot in Charles City County (Courthouse and/or Roxbury)	\$20,000 per space order of magnitude costs			\$0.00				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
5-10	WC	Wayside Road & Rt. 106 intersection safety Improvements	\$0.70	\$1.00	\$4.00	\$5.70				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
5-10	WC	Improvement to 2 Mile Trail to bring it into the state system as well as other potential private roads	\$2.00	\$1.50	\$5.00	\$8.50				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
5-10	WC	Establish a Rural Addition/Revenue Sharing Program	N/A	N/A	N/A	\$0.00				
5-10	WC	Elevation of the north end of Barnetts Road which often floods during periods of high precipitation	TBD	TBD	TBD	\$0.00				Project scope and locations requires additional clarity to develop order of magnitude cost estimate.
5-10	WC	Extension of existing roads to offer alternative(s) to Rt. 5 being the only West to East connection	\$3,000,000 per mile order of magnitude costs			\$0.00				Order of magnitude estimate is in FY2022 Dollars based on previous project executed in Richmond District.
						\$0.00				
						\$0.00				
						\$0.00				
						\$0.00				
Total						\$35.2				

Estimates and schedules are for planning purposes only and are subject to change.

0-5 \$21.00
5-10 \$14.2
10-15 \$0.0

Charles City

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	E	Rt 150/Rt 60 Interchange Improvement	\$2.50	\$3.60	\$18.40	\$24.50	24	18	24	IAR underway; future RAISE grant request
0-5	E	Rt 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	\$2.11	\$9.00	\$31.09	\$42.20	12	24	24	30% design underway
0-5	E	288/360: Rt 288 Southbound CD Road with Genito Ramp *	\$3.60	\$1.30	\$40.10	\$45.00	24	12	24	Corridor study/IAR underway
0-5	E	Powhite Pkwy Extended, Ph I	\$17.00	\$16.60	\$166.40	\$200.00	12	12	24	Design underway; \$170 M available
0-5	E	Powhite Pkwy Extended (Woolridge - Rt. 360), Ph II	\$25.00	\$25.00	\$450.00	\$500.00	24	12	30	NEPA underway
0-5	E	288/360: Rt. 288 NB BBC Flyover	\$4.00	\$12.00	\$64.00	\$80.00	24	12	24	PE underway
0-5	E	I-95/Rt 10 Interchange Improvement, Phase II	\$1.00	\$0.62	\$9.88	\$11.50	18	12	12	30% design underway; Pending INFRA grant
0-5	E	I-95/Willis Road Interchange Improvement and Rt 1 Turn Lane Improvements	\$5.30	\$51.30	\$66.80	\$123.40	24	24	30	30% design underway; Pending INFRA grant
0-5	E	Hopkins Road at Chippenham & Hopkins Road Diet	\$2.50	\$7.50	\$40.00	\$50.00	12	18	24	60% design underway (RAISE grant);
0-5	E	Rt 150/Rt 360 Interchange Improvement	\$1.86	\$5.58	\$29.76	\$37.20	18	12	12	Feasibility underway; Reconnecting Communities pending
0-5	WC	Bellwood Connector	\$3.00	\$4.50	\$22.50	\$30.00	24	12	24	
0-5	E	Route 60 (Village of Midlo) Corridor Enhancements	\$2.50	\$3.00	\$27.10	\$32.60	12	18	18	60% design underway
0-5	E	Busy Street Extension	\$1.40	\$4.00	\$9.60	\$15.00	18	18	12	
0-5	WC	Henricus Access Road Supplemental Funding	\$4.50	\$4.00	\$75.00	\$25.00	12	12	24	
0-5	E	FLT: Route 1 FIG (Walmsley - Falling Ck Ave; Elliam - Dwight, Gettings - Willis)	\$4.80	\$1.60	\$17.20	\$23.60	18	24	18	
5-10	E	288/360: Rt 360 Superstreet (5 intersections, Harbour Pointe - Duckridge)	\$6.00	\$18.00	\$96.00	\$120.00	18	18	24	Corridor study underway
5-10	E	Huguenot Rd (Cranbeck Rd - Robious Rd) Congestion & Safety Improvement	\$1.50	\$3.38	\$17.63	\$22.50	18	12	12	
5-10	WC	Genito Rd/Woolridge Rd Innovative Intersection	\$1.50	\$4.50	\$24.00	\$30.00	18	12	18	
5-10	E	288/360: Rt 288 NB (Rt. 360 - Powhite Pkwy) CD Road/Aux Lane *	\$10.00	\$30.00	\$160.00	\$200.00	24	12	18	
5-10	E	288/360: Rt 288 SB (Powhite Pkwy - Commonwealth Center) CD Road*	\$10.00	\$30.00	\$160.00	\$200.00	24	12	18	
5-10	E	Route 288 (I-95 - Route 1) and Rt 288/Rt 1 Interchange Improvement	\$3.50	\$10.50	\$56.00	\$70.00	18	12	18	
5-10	E	Route 60 at Providence Road and Buford Road - Innovative Intersection	\$1.00	\$3.00	\$16.00	\$20.00	24	24	18	
10-15	E	288/360: Commonwealth Center/Old Hundred Intersection Improvement	\$10.00	\$30.00	\$160.00	\$200.00	24	24	24	
10-15	E	FLT: Route 1 - Rt. 10	\$2.00	\$6.00	\$32.00	\$40.00	18	12	12	
10-15	E	FLT: Spur TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
10-15	E	FLT: Trailheads and Amenities TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
10-15	WC	Meadowville Technology Parkway at I-295 - Widening (2 to 4)	\$1.25	\$3.75	\$20.00	\$25.00	24	12	18	
10-15	E	Powhite Pkwy, Chippenham Pkwy, Jahnke Rd - Access, New Alignment & Road Improvements	\$3.00	\$9.00	\$48.00	\$60.00	24	12	24	
10-15	E	288/360: Route 288 (Powhite Pkwy to Lucks Lane) Widening	\$4.50	\$13.50	\$72.00	\$90.00	24	12	24	

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
10-15	E	Route 288 SB (Lucks Ln - Woolridge Rd) Widening	\$5.00	\$20.00	\$125.00	\$170.00	24	12	24	
10-15	E	Route 1 at Route 10 - Innovative Intersection	\$2.75	\$8.25	\$44.00	\$55.00	24	24	24	
10-15	E	Route 60 at Arboretum Parkway and Pinetta Drive - Innovative Intersection	\$0.90	\$2.70	\$14.40	\$18.00	24	24	18	
10-15	E	Route 60 at Courthouse Road and Huguenot Road - Innovative Intersection	\$1.75	\$5.25	\$28.00	\$35.00	24	24	18	
10-15	E	Route 60 at Wadsworth Drive/Gateway Center Parkway - Innovative Intersection	\$0.70	\$2.10	\$11.20	\$14.00	24	24	18	
10-15	E	288/360: Route 288/Genito Road Full Interchange and CD Roads, NB & SB *	\$12.50	\$37.50	\$200.00	\$250.00	24	12	24	
10-15	E	I-295 at Meadowville Technology Parkway - Interchange Improvement	\$1.50	\$4.50	\$24.00	\$30.00	24	12	18	

Total \$2,889.5

Estimates and schedules are for planning purposes only and are subject to change.
 * 288/360: Route 288 projects: line 37 is the total project; other projects are phases of that

	0-5	\$1,240.00	1185	55
	5-10	\$662.5	632.5	30
Chesterfield	10-15	\$987.0	962	25

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
5-10	E	Rt. 288 SB Auxiliary Lane				\$13.80				
5-10	E	Rt. 288 SB HSR Lane				\$45.90				
5-10	E	Rt. 288 / W Broad St Improvements				\$23.10				
10-15	WC	Three Chopt Rd Widening / Reconnection				\$59.30				
10-15	WC	Tuckahoe Creek Pkwy connection to Ridgefield Pkwy				\$25.80				
Total						\$167.9				

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0-5	\$0.00	0	0
5-10	\$82.8	82.8	0
10-15	\$85.1	0	85.1

Gochland

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	E	Atlee Station Road widening				\$35.00				2 to 4 lanes (Ph 3)
0-5	E	FLT Missing Segments				\$100.00				Regionwide
0-5	E	Mayo Bridge Replacement				\$80.00				Regionwide (note: Check on funding status)
5-10	E	I-95 / Route 54 Interchange Capacity/Operations				\$35.00				
5-10	E	Meadowbridge Road / Atlee Road Intersection Capacity/Operations				\$15.00				
5-10	E	Pouncey Tract Road / Ashland Road Intersection Capacity/Operations				\$10.00				
5-10	E	Rt 360 / Walnut Grove Road Intersection Capacity/Operations				\$10.00				
5-10	E	Vaughan Road Overpass & Extension				\$40.00				
5-10	E	I-95 / I-64 Overlap Capacity & Operations				\$500.00				Regionwide
5-10	E	Rt. 288 Widening				\$250.00				Regionwide
10-15	E	Rt 33 Widening				\$100.00				2 to 4 lanes (Ph 1)
10-15	E	I-95 N Widening				\$500.00				Regionwide
10-15	E	I-64 W Widening				\$400.00				Regionwide

Total \$2,075.0

Estimates and schedules are for planning purposes only and are subject to change.

0-5	\$215.00	215	0
5-10	\$860.0	860	0
10-15	\$1,000.0	1000	0

Hanover

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	E	Short Pump Improvements				\$75.00				total cost \$305 million
0-5	E	I-95 / Parham Road Interchange Modifications				\$2.50				total cost \$27 million
0-5	E	Western Pulse BRT Extension				\$14.00				total cost \$55.6 million - joint project with GRTC
5-10	E	Route 5 / New Osbourne Turnpike Improvements				\$40.00				total cost \$171 million - joint project with City of Richmond
5-10	E	Richmond-Henrico Turnpike / Meadowbridge Road Improvements				\$43.50				joint project with Hanover County - based on cost in ConnectRVA 2045
5-10	E	North-South BRT Extension				\$42.50				joint project with GRTC - based on City of Richmond to Ashland in ConnectRVA 2045
5-10	E	I-64 / Gaskins Road Interchange Modification				\$82.30				based on ConnectRVA 2045 estimate
5-10	E	Bryan Park Interchange Modifications				\$74.20				joint project with City of Richmond - based on cost in ConnectRVA 2045
5-10	E	Staples Mill Road Amtrak Station Replacement				\$120.00				Eligible for leverage/local match (Transit Station or Center)
5-10	E	James River Heritage Trail (Richmond to Goochland)				\$40.00				joint project with City of Richmond and Goochland County
							Total			\$534.0

Estimates and schedules are for planning purposes only and are subject to change.

0-5	\$91.50	91.5	0
5-10	\$442.5	442.5	0
10-15	\$0.0	0	0

Henrico

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:
			PE	RW	CN	TOTAL	PE	RW	CN	
0-5	E	North-South BRT – Chamberlayne Ave Section				\$130.00				Eligible for leverage/Local share only
0-5	E	Downtown Transit Hub				\$50.00				Eligible for leverage/Local share only
0-5	WC	Sidewalk Connections to Regional Trails				\$40.00				Need clarity on details - the guidelines say spurs to trails are eligible
0-5	WC	Mosby Street/Mechanicsville Turnpike improvements				\$1.00				Rec 5B, page 188-189 in strategic plan
0-5	WC	Heavy Paving Reconstruction/ Street Maintenance Replacement				\$100.00				Government Road, Williamsburg Avenue, North Avenue, etc
0-5	E	Transit Bus Stop Renovations Capital Costs				\$10.00				Eligible for leverage/Local share only
0-5	WC	Diamond District Streets Infrastructure Improvement Package				\$50.00				Need detail on street eligibility
0-5	WC	City Center Streets Infrastructure Improvement Package				\$40.00				Need detail on street eligibility
0-5	WC	Shockoe Valley Streets Improvement Project with Shockoe Campus Project				\$35.00				Need detail on street eligibility
0-5	E	Southside Richmond US 360 Improvements				\$15.00				
0-5	WC	Manchester Area Transportation Improvements				\$10.00				Need detail on street eligibility
0-5	E	Manchester Bridge Rehabilitation over James River Deck Replacement				\$27.00				
0-5	E	US Route 1 James River Bridge Rehabilitation over James River				\$5.00				Lee Bridge Phase 1
0-5	E	Martin Luther King Bridge Rehabilitation				\$18.50				over Shockoe Valley-(US 33)
0-5	E	Midlothian Turnpike Bridge Rehabilitation				\$30.00				over CSX with BRT Interchange Improvement
0-5	WC	Curbside Management System for Connected Autonomous Vehicles				\$5.00				
0-5	WC	Richmond Signal System – Hardware, Software, Communication, and Infrastructure Maintenance Replacement				\$10.00				Failing Traffic Signal Pole Replacement, Failing Vehicle Detection Replacement, Failing Pedestrian Push Buttons and Countdown Signals Replacement, Failing Traffic Signal Communication Replacement, Traffic Signal Controller and Cabinet Replacement, Modernizing Traffic Control Signal Intersections
5-10	E	RMTA Boulevard Bridge Replacement crossing the James River				\$120.00				
5-10	E	US Route 1 James River Bridge Rehabilitation over James River				\$35.00				Lee Bridge Phase II
5-10	E	Westwood Avenue Bridge Rehabilitation over ACCA Yard				\$5.00				
5-10	E	Westwood Avenue Ramp Bridge Rehabilitation over ACCA Yard				\$3.50				
5-10	E	North South Heavy Construction– North South BRT Transit Route				\$200.00				Downtown Section, Hull Street Section, Belt Boulevard Section, Midlothian Turnpike Section
5-10	E	Eastern Extension of BRT				\$100.00				
5-10	E	Richmond Marine Terminal Interstate Access Improvements				\$80.00				Commerce Road Gateway
5-10	WC	James River Park System / Riverfront / Missing Link Transportation Package				\$20.00				

Priority	Eligible or Wildcard?	Projects	Estimate (in millions)				Phase Duration (months)			STATUS:	
			PE	RW	CN	TOTAL	PE	RW	CN		
5-10	WC	Diamond District Streets Infrastructure Improvement Package				\$30.00					
5-10	WC	City Center Streets Improvement Package				\$10.00					
5-10	E	Chippenham Interchange Improvements-Hull St/Midlothian				\$40.00				Chesterfield (20 M) City (20 M)	
5-10	E	Fall Line Trail				\$45.00					
5-10	WC	Jackson Ward Interstate Cap				\$200.00					
10-15	WC	Route 1 Great Street Improvements (Route 1 south of US Route 360)				\$150.00				Package existing and IDed safety improvements, bus stop upgrades, and sidewalks along this corridor into one large regional project	
10-15	E	Belvidere I-95/I-64 Interchange				\$80.00					
10-15	E	Bryan Park I-95 / I-64 / I-195 Interchange				\$80.00					
10-15	E	Bellemeade Road Interchange/Access to the Port				\$250.00					
10-15	WC	Richmond Signal System – Hardware, Software, Communication, and Infrastructure Maintenance Replacement				\$15.00				Failing Traffic Signal Pole Replacement, Failing Vehicle Detection Replacement, Failing Pedestrian Push Buttons and Countdown Signals Replacement, Failing Traffic Signal Communication Replacement, Traffic Signal Controller and Cabinet Replacement, Modernizing Traffic Control Signal Intersections	
			Total				\$2,040.0				

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0-5	\$576.50	285.5	291
5-10	\$888.5	628.5	260
10-15	\$575.0	410	165

Richmond

PlanRVA AGENCY UPDATE CVTA Meeting – January 26, 2024

This report provides a summary of recent and upcoming activity of the Commission and its committees. Detailed information, including meeting videos and agendas for upcoming meetings can be found on the [PlanRVA meeting webpage](#).



New Board Member Orientation

PlanRVA will hold orientation for new members at its February 8, 2024, meeting. The orientation will be open to new and current members of the Commission as well as members of the Richmond Regional Transportation Policy Board and the Central Virginia Transportation Authority.

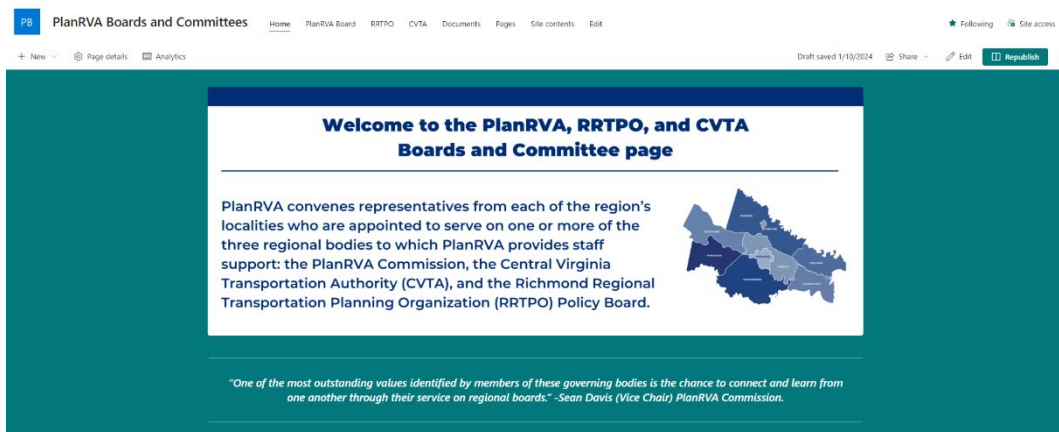
The meeting, including the orientation, will be livestreamed, and can be viewed on the [PlanRVA YouTube Channel](#).

New SharePoint Site for Boards and Committees

A new SharePoint site is being finalized for use by members of the PlanRVA Commission, the CVTA and the RRTPO as well as members of the committees for the three organizations. It's intended to be a one-stop shop for information about the three boards and committees. Information that will be available on the site include:

- Orientation files
- Organizational history and information
- Committee descriptions and member listings
- Bylaws, policies and procedures
- Links to meeting information

Access to the site will be shared in February with board and committee members and locality staff.



RRTPO AGENCY UPDATE CVTA Meeting – January 26, 2024

This report provides a summary of recent and upcoming activity of the Policy Board and its committees. Detailed information, including meeting videos and agendas for upcoming meetings can be found on the [meeting webpage](#).



SMART SCALE Round 6 – Regional Project Recommendations

**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

At its January 2024 meeting the RRTPO TAC reviewed the list of recommended projects for round 6. Twenty-six requests were received for candidate projects. There are 17 preapplications slots between RRTPO and PlanRVA (12 for the RRTPO and 5 for PlanRVA). Committee members discussed the projects and reached consensus on changes. The following projects will be removed: the two Rt 288 projects, the 1-64/105 project and the 195/54 project. The Short Pump project will be added to the RRTPO list: The Route 60/US-522 Intersection Improvement project in Powhatan will be moved from PlanRVA to RRTPO.

This will be on the February 1, 2024, Policy Board agenda with a recommendation to approve the candidate project list as revised by the TAC.

2024 Safety Performance Targets



The RRTPO is required to [track and set targets for five performance measures](#) for roadway safety. VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA, and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are developed using an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV.

MPOs are required to adopt targets each year. The RRTPO has the option to follow the statewide target or set a separate target for any or all of the performance measures. In general, FHWA has identified three approaches used by states in setting performance targets (data-driven, goal-driven and hybrid). The members of the committee reached a consensus at the last meeting to move forward with the hybrid targets.

TAC has reviewed and recommends Policy Board approval of the five performance measures at the February 1, 2024 Policy Board meeting.

Work Group Studies Public Transportation Services for Rural Areas

Following a presentation from the Department of Rail and Public Transportation (DRPT) on funding opportunities which could create a pipeline to new public transportation services in rural areas, the Policy Board directed the TPO Technical Advisory Committee (TAC) to work with DRPT to develop a recommendation on the best use of the programs covered in the DRPT presentation. A Public Transportation Work Group was convened to study rural transportation needs and provide a recommendation to the full TAC.

The work group met and discussed needs, what the target audience is and what needs the smaller jurisdictions want to serve. The following comments were offered concerning existing conditions and needs:

- **New Kent** is served by Bay Transit, which offers service from 6:00 a.m. to 6:00 p.m. for the general public. There are a number of 55+ communities in the county, and with no primary care physicians located in the county residents must travel outside of New Kent for health care. With several major employers coming to the county, workforce transportation will be needed. There is also a need to expand the existing park and ride lot so it might accommodate buses, and also provide a passenger shelter at the lot.
- **Powhatan** is experiencing small clusters of development along its major corridors, but due to the size of this development it is believed that a paratransit service would best meet the county's needs. Going forward, consideration should be given to changes in land use rules, expectations and development patterns in order to better support public transportation.
- **Hanover** has been identified as a candidate location for GRTC's Link microtransit service.
- **Goochland** has not undertaken an analysis of its public transportation needs.

The group is working on a scope that will be finalized in January. The deadline for DRPT's grant application assistance is February 1st.