



**Photo: New Kent County Welcome sign**

## Central Virginia Transportation Authority (CVTA) Technical Advisory Committee



### 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 [information@CVTAva.org](mailto:information@CVTAva.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 [information@CVTAva.org](mailto:information@CVTAva.org). Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda. Please indicate by raising your hand (in-person participants, where applicable) or through the Q&A/Chat functions on Zoom (virtual participants) if you would like to comment. When acknowledged by the Chairman, please clearly state your name so that it may be recorded in the meeting minutes.

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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 Collaborative and Don't Trash Central Virginia.*

# AGENDA

## CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, July 8, 2024, 1:00 p.m. - Zoom Meeting

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\\_TJqztiDuSgWetuUWQBNsOQ](https://planrva-org.zoom.us/webinar/register/WN_TJqztiDuSgWetuUWQBNsOQ)

1. **Welcome and Introductions**  
(Clarke)
2. **Roll Call & Certification of a Quorum**  
(Scott)
3. **Consideration of Amendments to the Agenda**  
(Clarke)
4. **Approval of June 10, 2024, Meeting Minutes** – page 4  
(Clarke)  
**Requested action: motion for approval of meeting minutes as presented (voice vote).**
5. **Public Comment Period**  
(Clarke/5 minutes)
6. **CVTA TAC Chair's Report**  
(Clarke/5 minutes)  
**Reminder for 4<sup>th</sup> quarter locality expenditures.**
7. **Election of FY25 CVTA TAC Chair and Vice Chair**  
(Clarke/5 minutes)  
**Requested action: motion to elect \_\_\_\_\_ as FY25 Chair and \_\_\_\_\_ as FY25 Vice Chair (voice vote).**
8. **Fall Line Trail**  
(Parsons/45 minutes)
  - a. **Commonwealth of Virginia – Budgeted Fall Line Recommendations** - page 7  
**Requested action: motion to recommend Central Virginia Transportation Authority approval of a letter to the Commonwealth Transportation Board outlining recommendations for allocation of the \$7.5 million in Fall Line funds from the 2024 Virginia General Assembly (roll call vote).**

- b. **Wayfinding Plan Recommendations** - page 10  
**Requested action: motion to recommend Central Virginia Transportation Authority approval of Wayfinding Plan (voice vote).**
  
- c. **Fall Line Management** - page 12  
**Information item: review and discussion of Fall Line Trail Management white paper.**
  
- 9. **Regional Funding Deallocation Policy** – page 24  
*(Parsons/15 minutes)*  
**Requested action: motion to recommend amending the CVTA Financial Policies and Procedures to include the draft regional funding deallocation policy.**
  
- 10. **FY25 Local Allocation Plan** – page 25  
*(Parsons/10 minutes)*  
**Information item: update on allocation plan.**
  
- 11. **CVTA TAC Member Comments**  
*(Chair/5 minutes)*
  
- 12. **Next Meeting: August 12, 2024, at 1:00 p.m.**  
*(Chair)*
  
- 13. **Adjournment**  
*(Chair)*

**CENTRAL VIRGINIA TRANSPORTATION AUTHORITY  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**ZOOM MEETING MINUTES  
June 10, 2024, 1:00 p.m.**

**Members and Alternates Present:**

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	X	Sheri Adams		Barbara K. Smith, Vice Chair	
		Gary Mitchell (A)	X	Chessa D. Walker (A)	X
Goochland County		Hanover County		Henrico County	
Austin Goyne	X	Joseph E. Vidunas	X	Todd Eure	X
		Randy Hardman (A)			
Thomas M. Coleman (A)		Powhatan County		Sharon Smidler (A)	
New Kent County		Bret Schardein (A)		City of Richmond	
Amy Inman	X			Dironna Moore Clarke, Chair	X
Kelli Le Duc (A)					
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTPPO	
Frank Adarkwa	X	Chet Parsons	X	Myles Busching	X
Patricia Robinson (A)	X	VDOT		RMTA	
VDRPT		Dale Totten		Joi Taylor Dean	
Tiffany T. Dubinsky	X	Mark Riblett (A)		Virginia Port Authority	
Daniel Wagner (A)		Liz McAdory (A)	X	Barbara Nelson	X

The technology used for the CVTA TAC 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](#).

Virtual participation of this meeting by members of the committee is authorized under the City of Richmond Res. No. 2020-R025, - declaration of a local emergency due to the potential spread of COVID-19, adopted March 16, 2020. The resolution is available [here](#).

**1. Welcome and Introductions**

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Dironna Moore Clarke, presided and called the June 10, 2024, CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:03 p.m.

**2. Roll Call & Certification of a Quorum**

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

**3. Consideration of Amendments to the Agenda**

There were no requested changes to the agenda.

#### **4. Approval of May 13, 2024, CVTA TAC Meeting Minutes**

On motion by Austin Goynes, seconded by Nora Amos, the members of the CVTA Technical Advisory Committee voted unanimously to approve the meeting minutes as presented (voice vote).

#### **5. Public Comment Period**

There were no requests to address the committee.

#### **6. CVTA TAC Chair's Report**

Chair Clarke reported that the City of Richmond will unveil their plan for the Fall Line Trail soon. She thanked members from Henrico County for attending the Bryan Park groundbreaking.

#### **7. Regional Framework Parking Lot List**

##### **a. Benefit/Cost vs. Benefit (review of test case)**

Chessa Walker, Chesterfield County, recapped the discussion from the last meeting regarding benefit/cost vs. benefit. The results of the test case were reviewed. There was a discussion about inflation adjustments to leveraging.

##### **b. Project Submissions - Off-Year (existing and new)**

Ms. Walker opened the discussion on project submissions (off-year). how to handle out-of-cycle requests for new projects (fund availability).

#### **8. Bond Issuance – Project Information**

Chet Parsons provided an overview of this matter. The Finance Committee will be reviewing the legal-related aspects of bond issuance. The goal is to have strong projects on the list that the market will find favorable, even if they are wildcard projects. There was a discussion about how the projects on the current "wish-list" would be good candidates based on the preliminary criteria. Staff will review the list and attempt to identify what might be needed for those projects. The list will be emailed to all members so it can be updated prior to the August meeting. Members were asked to submit their updates by July 15<sup>th</sup>.

#### **9. SPA Status Update**

Mr. Parsons provided an update on the status of the standard project agreements.

#### **10. Fall Line Updates**

##### **a. Funding**

Mr. Parsons reported on the recent working group meeting. Additional funds have been included in the state budget for the trail. Priorities for usage of the funds should be developed and recommended.

It was noted that TAC needs to develop a recommendation to the Authority on long-term maintenance of the trail.

##### **b. Wayfinding**

Wayfinding efforts are nearly complete. There was discussion about developing a new agreement with AB Design to create a retainer for use by

the jurisdictions that are still developing destination signage and other wayfinding aspects.

**11. CVTA TAC Member Comments**

There were no TAC member comments.

**12. Next Meeting: Monday, July 8, 2024, at 1:00 p.m.**

It was noted that the group will be asked to develop recommendations on the Fall Line Trail funding and the Wayfinding Plan at that meeting.

The CVTA meeting for July has been rescheduled to mid-August.

**13. Adjournment**

Chair Clarke adjourned the meeting at 2:20 p.m.

## CVTA TECHNICAL ADVISORY COMMITTEE AGENDA 7/8/24; ITEM 8a.

### Commonwealth of Virginia – Budgeted Fall Line Recommendations

#### Central Virginia Transportation Authority

**BACKGROUND:** As reported by Sportsbackers, the 2024 Virginia General Assembly dedicated \$7,500,000 to the Fall Line trail in its final budget, signed by Governor Glen Youngkin in May. The new funds were appropriated from undesignated resources from the newly created State Trails Office housed within the Virginia Department of Transportation. This is the first Richmond-area trail to receive financial assistance from this fund, which was established in former Governor Ralph Northam's final proposed budget and approved by the 2022 Virginia General Assembly.

In further conversations with VDOT and the Commonwealth Transportation Board (CTB), CVTA staff have received indications that the state does not have specific uses designated for these funds and is open to recommendations from the CVTA. Staff is confident that the CTB will appreciate guidance if the CVTA can act in a timely manner and make recommendations on uses that will see direct impact on the trail.

To that end, there are multiple options for CVTA TAC to consider in making a recommendation for action by the Authority at its next meeting August 9, 2024. Possible uses may include:

1. Carve out funds to cover the full installation costs of the wayfinding plan components as specified - **\$1.1 M**
2. Set aside a design retainer for AB Design to assist localities with Fall Line wayfinding capital updates as more sections are brought online. Estimated costs for the retainer are **\$15,000**
3. Allocate funds to a segment of the Fall Line that has not yet entered into development or has a balance remaining. There are multiple potential segments that fit these criteria – primarily in the central and southern portions of the alignment. Those segments include:
  - a. Fall Line Trail: Kanawha Plaza (5A-R) - **\$4.5 M**
  - b. Fall Line Trail: Route 1 (Food Lion – Falling Creek Wayside), UPC 115415 - **\$3 M**
  - c. Fall Line Trail: Bryan Park - **\$760,000**
  - d. Leveraging for Smart Scale Rd VI, candidate project Fall Line Trail: Route 1 (Walmsley Blvd – Falling Creek Ave) – total project estimate: **\$13.6 M**
4. Apply funds to a grade separated intersection at Route 10 in Chesterfield County as an add-on to DB2 (the timing of this option may be problematic due to the bid schedule).

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**REQUESTED ACTION:** Motion to recommend Central Virginia Transportation Authority approval of a letter to the Commonwealth Transportation Board outlining \_\_\_\_\_ recommendations for allocation of the \$7.5 million in Fall Line funds from the 2024 Virginia General Assembly.

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**CVTA FINANCE COMMITTEE RESOLUTION:** The following resolution is presented for Central Virginia Transportation Authority Technical Advisory Committee approval:

***Resolved,** that the Central Virginia Transportation Authority (CVTA) Technical Advisory Committee recommends approval of a letter to the Commonwealth Transportation Board outlining recommendations for allocation of the \$7.5 million in Fall Line funds from the 2024 Virginia General Assembly.*

CAP





## Recommended projects for application of \$7.5 million in 2024 Budget

- Fall Line Trail: Kanawha Plaza (5A-R)- \$4.5M
- Fall Line Trail: Route 1 (Food Lion – Falling Creek Wayside), UPC 115415 - \$3 M
- Fall Line Trail: Bryan Park -\$760,000
- Leveraging for Smart Scale Rd VI, candidate project Fall Line Trail: Route 1 (Walmsley Blvd – Falling Creek Ave) - \$?; total project estimate: \$13.6 M
  - Scope: In addition to constructing the FLT on the east side of Route 1, this project will provide sidewalk on the west side and improve three bus stops with concrete boarding/amenities pads. Project fills in the gap between two funded projects (see sketch).
- Wayfinding - \$1.1 M

## **CVTA TECHNICAL ADVISORY COMMITTEE AGENDA 7/8/24; ITEM 8b.**

### **Fall Line Wayfinding Plan**

#### **Central Virginia Transportation Authority**

##### **BACKGROUND:**

The Central Virginia Transportation Authority committed over \$104.5 million in regional funding towards the completion of the Fall Line, a 43-mile regional trail connecting Ashland, Virginia to Petersburg, Virginia. The CVTA, along with our nine member governments, continue to work to identify opportunities to complete the trail and open it as soon as possible for the use and enjoyment of residents and visitors to our region.

The Virginia Department of Transportation is finalizing a design guide that will serve as a technical manual for engineers and designers to use as their primary reference as they develop the specifications, final designs, and construction documents for the trail itself. The guide provides detailed information on topics including trail width, design speeds, and cross slopes; intersection layout; and signs and markings.

This Wayfinding Plan is intended to identify necessary placemaking components so that as segments of the trail are ready to move into construction, comprehensive, consistent guidance is available to inform local decisions on what to include in plans and projects.

The wayfinding plan includes the following components:

- Develop a comprehensive signage/wayfinding package which complements and enhances the image of the Fall Line and respects the architecture and the natural landscape.
- Develop a strong identity and a cohesive image to make the visitor understand that the Fall Line is a cohesive trail corridor and not a patchwork of unique trails. This identity will carry across all connected localities, parks, educational campuses, river crossings and especially at junctions to other trails.
- Explore options to visually celebrate all seven of the corridor's localities within this identity while maintaining a strong central focus on the Fall Line's cohesive brand.
- Provide a clear understanding of what attractions are available, where they are located, and convey distance to destinations in both distance and time for people biking and walking.
- Promote the use of symbols and color coding to visually convey quickly and effectively the location of the important viewsheds, trailheads and nodes (parking and activity areas) in the maps and signs.

- Explore innovative uses of color, materials, and layout to elevate the Fall Line’s novelty as a world-class trail amenity.
- Propose a design that will be memorable, marketable, and will highlight the experience for inter-generational families.
- Provide location information such as mile markers and bridge numbering for utility access, emergency response, maintenance logging, and wayfinding landmarks.
- Integrate the wayfinding system with advances in technology and make recommendations for future integration of the static signage with technology for mobile handheld apps that couple intuitive and sophisticated user experiences with trend-setting technology and web platforms.
- Provide clear and easy to follow recommendations for the update and maintenance of the signage, and wayfinding system.
- Develop standards that unify sign sizes, typefaces and graphics with emphasis on flexibility of materials and colors that promote a sustainable system. These standards will conform to and complement the existing Fall Line branding package established in 2020.
- Design flexible, durable, vandal-resistant and easily maintained components.

The Fall Line is still evolving, and the complex nature of the region requires an ongoing process that can provide necessary guidance while ensuring flexibility for development of future segments. This plan is a dynamic tool for use by all seven jurisdictions directly impacted by the Fall Line, but it also needs to be recognized as the guiding wayfinding resource as segments finish construction.

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**REQUESTED ACTION:** Motion to recommend Central Virginia Transportation Authority adoption of the Fall Line Wayfinding Plan as presented.

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**CVTA TECHNICAL ADVISORY COMMITTEE RESOLUTION:** The following resolution is presented for Central Virginia Transportation Authority Technical Advisory Committee approval:

**Resolved,** that the Central Virginia Transportation Authority (CVTA) Technical Advisory Committee recommends adoption of the Fall Line Wayfinding Plan.

CAP

DRAFT

# Long-Term Management of Fall Line

Prepared by PlanRVA staff for the  
Central Virginia Transportation Authority  
Fall Line Working Group  
Spring 2024

DRAFT

## Introduction

The Richmond region is on a transformative journey towards becoming a beacon of bicycle and pedestrian-friendly infrastructure. The area showcases an ever-growing array of bike lanes, shared-use paths, and streets designed with cyclists and pedestrians in mind, spanning and connecting diverse neighborhoods. Initiatives such as the Virginia Capital Trail – a 52-mile trail connecting Richmond to Jamestown – and adherence to Complete Streets policies underscore the region's commitment to enhancing walkability and bikeability across its urban, suburban, and rural landscapes. The strategic position of Richmond as a pivotal hub for regional transit and active transportation is crucial, particularly considering its connectivity to adjacent counties and regions.

The Fall Line is a regional spine trail planned to traverse seven localities – including five localities in the PlanRVA MPO – for an estimated 43 miles from the Town of Ashland to the City of Petersburg. It will be the north-south spine for the region that will meet with the east-west spine, Virginia Capital Trail, in downtown Richmond. Named for its unique geography along the trail corridor, the Fall Line denotes the area where the Piedmont Plateau and Atlantic Coastal Plain meet, resulting in several rapids and waterfalls. The Fall Line courses through Ashland, Hanover, Henrico, Richmond, Chesterfield, Colonial Heights, and Petersburg.

The purpose of this study is to help inform the process of identifying a long-term management plan for the Fall Line. The options listed in the study are outlined below with examples provided of each as they have been implemented in their respective localities, regions, and states.

### 1) **Foundation/Non-Profit**

- a) Virginia Capital Trail Foundation (Richmond)
- b) Sports Backers (Richmond)
- c) Maymont Foundation (Richmond)
- d) PATH Foundation (Atlanta)

### 2) **Authority**

- a) Northern Virginia Regional Park Authority (NOVA Parks, Northern Virginia)

### 3) **Coalition**

- a) Circuit Trails Coalition (Philadelphia)
- b) Great Trails State Coalition (North Carolina)

### 4) **Conservancy**

- a) Great Allegheny Passage (GAP)

### 5) **Department of Transportation**

- a) Florida Shared-Use Non-motorized (SUN) Trail Program

## Background

The [National Recreation Trails Program](#) defines a trails as: "A trail is a travel way established either through construction or use and is passable by at least one or more of the following, including but not limited to: foot traffic, stock, watercraft, bicycles, in-line skates, wheelchairs, cross-country skis, off-road recreation vehicles such as motorcycles, snowmobiles, ATVs and 4-wheel drive vehicles."

Fall Line trail will be an active transportation route and recreational trail for the Richmond region including many of the previously mentioned non-motorized modes of travel (e-bikes should be permitted). The following sections will help define the five options selected for this study and provide selected examples of each.

## Foundation/Non-Profit

"Organizations that meet the [requirements of Internal Revenue Code section 501\(c\)\(3\)](#) are exempt from federal income tax as **charitable organizations**. In addition, contributions made to charitable organizations by individuals and corporations are deductible under Code section 170," according to the [Internal Revenue Service](#).

"Every exempt charitable organization is classified as either a public charity or a private foundation. Generally, organizations that are classified as public charities are those that (i) are churches, hospitals, qualified medical research organizations affiliated with hospitals, schools, colleges and universities, (ii) have an active program of fundraising and receive contributions from many sources, including the general public, governmental agencies, corporations, private foundations or other public charities, (iii) receive income from the conduct of activities in furtherance of the organization's exempt purposes, or (iv) actively function in a supporting relationship to one or more existing public charities. Private foundations, in contrast, typically have a single major source of funding (usually gifts from one family or corporation rather than funding from many sources) and most have as their primary activity the making of grants to other charitable organizations and to individuals, rather than the direct operation of charitable programs."

**Virginia Capital Trail Foundation** <https://www.virginiacapitaltrail.org/>

Non-profit 501(c)(3) organization.

*All information below is quoted from the Virginia Capital Trail website.*

"The Virginia Capital Trail is a 51.7 multi-use, fully-paved trail that runs through four jurisdictions (City of Richmond, Henrico County, Charles City County, and James City County) with dozens of attractions along the way.

“In September 2004, the Virginia Capital Trail Foundation (VCTF) was formed as a nonpartisan advocacy partner to provide trail expertise, to raise public awareness of the trail, and to seek funding and contributions to enhance and promote the trail.

“Serves as the unified voice of the trail. When the Capital Trail was being built, its supporters realized there was a need for an organization to communicate with all the jurisdictions, government offices, supporters, partners, and Trail users. From this idea the Virginia Capital Trail Foundation was born. Continue the mission to protect, promote, and enhance the Virginia Capital Trail, and to serve as a resource, community builder, and connector to other trails throughout the Commonwealth.”

### **Sports Backers** <https://www.sportsbackers.org/>

Non-profit 501(c)(3) organization.

NOTE: While the Richmond Sports Backers do not currently manage a trail, the organization has been a leader in active and healthy living in the Richmond region for more than three decades.

*All information below is quoted from the Sports Backers website.*

“Sports Backers has developed programs and events that are designed to inspire people from all corners of our community to live actively. We achieve this work by focusing on a network of collaborative partnerships with other organizations, businesses, local governments and faith-based institutions. In order to have transformational change, we realize we can’t do it all alone, but rather we work to build a movement of change in our community to make active living the easy choice.

“Sports Backers, through our Bike Walk RVA Program, is the lead organization advocating for the completion of Fall Line, this backbone of biking and walking in the Richmond Region and beyond.

“Sports Backers owns and produces many events throughout the year, to include some of the largest and most successful of their kind in the country. In 2023, the Sports Backers supported 25 other sports tourism events owned and operated by nonprofit organizations in the Richmond region.”

### **Maymont Foundation** <https://maymont.org/>

Non-profit 501(c)(3) organization.

*All information below is quoted from the Maymont website.*

NOTE: Chesterfield, Hanover, Henrico contribute to Maymont Foundation annual budget – 13% public support budget

“Maymont is a 100-acre historic estate and park, located in Richmond, Virginia, with many unique experiences for all to enjoy. Stroll through the gardens and arboretum, see native wildlife habitats, feed friendly goats, and explore The Robins Nature Center.

“The foundation of the Foundation—then and now—is the desire to keep Maymont beautiful and accessible for every generation to come.”

“The Maymont Foundation is committed to creating experiences that delight, educate and inspire. As the organization entrusted with caring for this important public space, we believe in:

- Remaining true to the Dooleys’ vision of Maymont as a park and museum for everyone, in this and future generations.
- Serving as an exceptional asset to the City of Richmond and its citizens to help establish Richmond among the great cities of this nation.
- Fostering community engagement, citizen leadership and private philanthropy – the three keys to ensuring Maymont’s purpose endures.

## **PATH Foundation (Atlanta) <https://www.pathfoundation.org/> (Trails ATL)**

Non-profit 501(c)(3) organization.

*All information below is quoted from the PATH Foundation website.*

“Since its founding in 1991, the PATH Foundation has been reshaping urban areas of the greater metropolitan Atlanta. Through a combination of philanthropic contributions, public funding, and diverse financial support, PATH has creatively repurposed abandoned railroad corridors into picturesque linear green spaces that seamlessly merge neighborhoods to vibrant commercial centers, offering varied transportation alternatives for commuters, joggers, walkers, cyclists, and individuals of all age groups. To date, more than 325 miles of multi-use PATH trails have been built, making an immeasurable difference in Atlanta’s quality of life.

“PATH forms partnerships with local governments to build greenway trails. PATH provides knowledgeable staff and consultants to plan, design, and build trail projects. In some cases, PATH provides matching funds to finance the development of trails. Local governments provide access to state and federal funding, rights-of-way for trails, and in-kind services during trail development.

“As a non-profit organization dependent upon donations, gifts, and support from multiple resources, the PATH Foundation is committed to maintaining a clear record of financial statements and documents. <https://www.pathfoundation.org/financials>



## **Authority**

Virginia Law: <https://law.lis.virginia.gov/vacodepopularnames/park-authorities-act/>

### **§ 15.2-5702. Creation of authorities**

A. A locality may by ordinance or resolution, or two or more localities may by concurrent ordinances or resolutions, signify their intention to create a park authority, under an appropriate name and title, containing the word "authority" which shall be a body politic and corporate.

Whenever an authority has been incorporated by two or more localities, any one or more of the localities may withdraw therefrom, but no locality shall be permitted to withdraw from any authority that has outstanding obligations unless United States securities have been deposited for their payment or without unanimous consent of all holders of the outstanding obligations.

B. Each ordinance or resolution shall include articles of incorporation setting forth:

1. The name of the authority and the address of its principal office.
2. The name of each incorporating locality, together with the names, addresses and terms of office of the first members of the board of the authority.
3. The purpose or purposes for which the authority is created.

C. Each participating locality shall cause to be published at least one time in a newspaper of general circulation in its locality, a copy of the ordinance or resolution together with a notice stating that on a day certain, not less than seven days after publication of the notice, a public hearing will be held on such ordinance or resolution. If at the hearing substantial opposition to the proposed park authority is heard, the members of the participating localities' governing bodies may in their discretion call for a referendum on the question of establishing such an authority. The request for a referendum shall be initiated by resolution of the governing body and filed with the clerk of the circuit court for the locality. The court shall order the referendum as provided for in § [24.2-681](#) et seq. Where two or more localities are participating in the formation of an authority the referendum, if any be ordered, shall be held on the same date in all such localities so participating. In any event if ten percent of the registered voters in such locality file a petition with the governing body at the hearing calling for a referendum such governing body shall request a referendum as herein provided.

D. Having specified the initial plan of organization of the authority, and having initiated the program, the localities organizing such authority may, from time to time, by subsequent ordinance or resolution, after public hearing, and with or without referendum, specify further parks to be acquired and maintained by the authority, and no other parks shall be acquired or maintained by the authority than those so specified. However, if the governing bodies of the

localities fail to specify any project or projects to be undertaken, and if the governing bodies do not disapprove any project or projects proposed by the authority, then the authority shall be deemed to have all the powers granted by this chapter.

## **Northern Virginia Regional Park Authority (NOVA Parks, W&OD Trail)**

<https://www.novaparks.com/>

Established by Virginia law: <https://law.lis.virginia.gov/vacodepopularnames/park-authorities-act/>

### **§ 15.2-5704.1. Northern Virginia Regional Park Authority**

The Northern Virginia Regional Park Authority is authorized to acquire, either by gift or purchase, any real property or interests therein that the Northern Virginia Regional Park Authority considers necessary or desirable to provide public use areas as identified in the Goose Creek Scenic River Report published in 1975.

*All information below is quoted from the NOVA Parks website.*

- Organized by the Virginia Park Authorities Act in 1959 as the Northern Virginia Regional Park Authority (NVRPA). Changed to NOVA Parks in 2014. Represents counties of Arlington, Fairfax, Loudoun, and the cities of Alexandria, Falls Church, and Fairfax.
- NOVA Parks staff, volunteer board members appointed from each jurisdiction and many friends of the regional parks working together have preserved over 12,000 acres of the rolling and wooded Virginia countryside for you and created a priceless legacy for future generations.
- Serves approximately two million citizens. By pooling their funds, these local governments find that each dollar they contribute to NOVA Parks is multiplied by contributions from other member jurisdictions and sometimes augmented even more by state and federal grants and private donations.
- W&OD (dev. 1974-1988): Often called the “skinnyest park in Virginia,” Washington & Old Dominion (W&OD) Railroad Regional Park is a paved trail between Shirlington and Purcellville, Virginia. 45-mile route along the former roadbed of the Washington & Old Dominion Railroad, which runs through the urban heartland and into the Virginia countryside. Equestrians can ride the adjacent 32-mile gravel horse trail. The W&OD trail has multiple parking areas, enabling you to jump on and off the trail at various points.
- “Regional parks may cross the jurisdictional boundaries of two or more localities, may be too costly to be undertaken by any one jurisdiction alone or may have special characteristics which appeal to the broad-based population of the entire region.”

## **Coalition**

According to a guidance document written by [American Trails](#), “A trails coalition is a private collaboration of diverse trail organizations/interests that work together to find common ground and primarily address an array of local, regional, statewide, and/or federal trail programs, issues, needs, and solutions. Typically, a coalition may work with local governments, their state legislature, and federal legislators either in a lobbying capacity or sharing of information with local, state, or federal decision makers. A coalition is a network of organizations, and sometimes just regular people that work together to achieve a common greater goal.”

### **Circuit Trails Coalition (Philadelphia) <https://circuittrails.org/>**

*All information below is quoted from the Circuit Trails website.*

“The Circuit Trails Coalition is a collaboration of non-profit organizations, foundations, and agencies working to advance completion of a connected network of trails – the Circuit Trails – in the Greater Philadelphia region. Their goal is to raise the profile of bicycle and pedestrian trails and their public benefits so that building the Circuit Trails becomes a significant regional priority.

“The Circuit Coalition (renamed the Circuit Trails Coalition in 2016) was created in 2012 to coordinate and advocate for the completion of the Circuit (renamed the Circuit Trails in 2016), Greater Philadelphia’s Regional Trail Network in nine counties, including five in Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia) and four in New Jersey (Burlington, Camden, Gloucester, and Mercer).

“The Coalition was created to follow up on successful collaborative efforts amongst multiple organizations, which working closely were able to secure a \$23 million USDOT TIGER grant in 2009 and create the Delaware Valley Regional Planning Commission (DVRPC) Regional Trail Fund in late 2010. Because of the success of these efforts, a need for an ongoing collaboration was identified (instead of the previous haphazard or opportunistic collaborative efforts).

“The Circuit Coalition partners worked together for over a year to coordinate the official creation of the Circuit, which was defined as 750 miles of multi-county, multi-state, connected trails; and of the Circuit Trails Coalition, which was composed of over 35 member organizations in 2012.”

### **Great Trails State Coalition (North Carolina) <https://greattrailsstatecoalition.org/>**

*All information below is quoted from the Great Trails State website.*

“A broad-based group of diverse organizations, including nonprofits, local government, industry partners, and other supporters advocating for increased state investment in all types of muscle-powered trails statewide including hiking, paddle, mountain bike, equestrian, and paved.

“The Coalition’s goal is to secure sustained state investment in trail projects across the state, through appropriations for trail programs and projects. There are more than 70 members as of 2023. They were first successful in convincing the state’s General Assembly to designate 2023 as North Carolina Year of the Trail. They also convinced their General Assembly to appropriate \$29.5 million for 12 authorized State Trails.

“[NCDOT’s Great Trails State Plan](#), published in 2021, is a plan to connect all 100 NC counties by trails. State funding will provide matching dollars for significant federal funds and accelerate investment-ready projects to completion, benefiting citizens and the outdoor recreation economy.

## **Conservancy**

*“Nonprofit conservation organization” - non-governmental nonprofit organization whose primary purpose is conservation of open space or natural resources.*

### **Great Allegheny Passage (GAP) <http://www.gaptrail.org/>**

*All information below is quoted from the Great Allegheny Passage website.*

“The Great Allegheny Passage is a 150-mile rail-trail between Pittsburgh, Pennsylvania and Cumberland, Maryland. Together with the C&O Canal towpath, the GAP is part of a 335-mile route between Pittsburgh and Washington, D.C. GAP is owned by a mix of public and nonprofit entities, including Allegany County, Somerset County, Ohio State Park, the Regional Trail Corporation, Allegheny County, the City of Pittsburgh, and Point State Park, each of which appoints a member to the [GAP Conservancy](#)’s board of directors. Also see more about the conservancy’s [partner organizations](#).

## **Department of Transportation**

Another long-term management option for trails in Virginia could be handled by the Virginia Department of Transportation (VDOT). An example of a state DOT managing a trail network is the Florida Shared-Use Non-motorized (SUN) Trail Program in the state of Florida.

### **Florida Shared-Use Non-motorized (SUN) Trail Program**

**<http://floridasuntrail.com>**

*All information below is quoted from the Sun Trail Program website or FDOT documents.*

“The Florida Shared-Use Non-motorized (SUN) Trail Program was established in 2015 pursuant to [Section 339.81](#), Florida Statutes (F.S.) in 2015. Section 335.065, F.S., bicycle and pedestrian ways along state roads and transportation facilities, authorizes FDOT to use the State

Transportation Trust Fund (STTF) to support the establishment of a statewide system of interconnected multi-use trails for bicyclists and pedestrians in coordination with the Florida Department of Environmental Protection (FDEP). FDOT receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., Motor Vehicle Licenses.

“[FDOT’s primary statutory responsibility](#) is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state, and to assure the compatibility of all components, including multimodal facilities.

“The SUN Trail network includes a combination of existing and conceptual trails. As envisioned, portions of the SUN Trail network are within the FDOT right-of-way (on-system), other portions are on other lands (off-system). FDOT Design Manual Topic 625-000-002 (FDM) [Chapter 224] defines on-system SUP. FDOT Office of Design Topic 625-000-015 – Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) [Chapter 9] defines off-system SUP. Not all trails are within the SUN Trail network. Implementing projects in the SUN Trail network increases the reliability of Florida’s transportation system.

“The department is committed to building a transportation system that not only fits the current needs of Florida’s residents and visitors but also enhances mobility throughout the state to accommodate its consistent and rapid growth.”

Components funded through the SUN Trail program [will not include](#):

- Sidewalks, nature trails, or loop trails wholly within a single park or natural area; or
- On-road facilities (such as bicycle lanes of routes other than on-road facilities that are no longer than one-half mile connecting two or more nonmotorized trails) if the provision of non-road facilities is infeasible and if such on-road facilities are signed and marked for nonmotorized use.

SUN Trail funds are for the transportation element of the standard trail. Ineligible costs include, but are not limited to, the following:

- Benches, trail furniture, seating areas, or tables;
- Bicycle racks or lockers, bicycle air or repair stations;
- Buildings or enclosed structures, restrooms, bathhouses, comfort stations, wayside structures, shade structures, concession stands, overlooks, fishing platforms, boat ramps or launches, transit or ride share facilities, shelters, gazebos, or picnic pavilions;
- Kiosks, interpretive panels, or placemaking signs (safety controls are an allowable cost);
- Landscaping (trail stabilization is an allowable cost);
- Litter or recycle receptacles, or doggie bag dispensers;
- Parking areas, trailheads, or camping areas;
- Playgrounds or playing fields, fitness equipment, or fitness structures;
- Promotional, marketing, or educational materials;
- Sculptures, monuments, or art; and

- Water fountains, splash zones, spigots, showers, water features, or irrigation equipment.

## Proposed solution

Fall Line needs a long-term maintenance plan. The trail corridor connects seven different localities, but an organization should be at the heart of the plan to bring them all together and keep them all together. Five different management options were presented in this study.

- Foundation/Non-Profit
- Authority
- Coalition
- Conservancy
- Department of Transportation

The option most familiar to the Richmond region is the Foundation/Non-Profit option, embodied locally by the Virginia Capital Trail Foundation (VCTF). The VCTF was founded in 2004, 11 years before the official completion of the trail. Because of the success of the Virginia Capital Trail, using the VCTF as a good example of leadership and advocacy is warranted. From the inception of the foundation, the board helped advocate for the trail; seek funding; work with the Commonwealth of Virginia; VDOT; the counties of James City, Charles City, and Henrico, and the City of Richmond to help establish the right of way for the trail and the promotion of the process publicly. The foundation was essential in helping curate the successful trail we have today. Since the trail was dedicated in October 2015 the VCTF has continued to advocate for the trail, continue the promotion, steer the maintenance and further the development of necessities along the trail corridor. Those necessities include trail signage, restrooms & water, trailheads, repair stations, and more. The foundation also brings events to the Capital Trail, large volunteer efforts to clean along the trail, and encourages residents to participate in making the trail a great place to visit for everyone.

It cannot be ignored that while VCTF has experience managing the Capital Trail, the Richmond Sports Backers have been the advocacy leaders for the Fall Line from its inception. Sports Backers took the lead regionally to think beyond the former Ashland Trolley Line corridor – Ashland to Richmond – and pushed regional localities to consider a much longer trail that roughly followed the Route 1 corridor. This envisioned route would connect Ashland and Petersburg. Sports Backer and their board helped lobby the office of then-Governor Ralph Northam for the funding of the Ashland to Petersburg Trail Study. Sports Backers also developed a plan for naming Fall Line; built a website ([falllineva.org](http://falllineva.org)); created a branding and marketing plan for the trail; organized multiple visits to other trails to inspire the vision for Fall Line; founded a Friends of Fall Line working group; and eventually developed a [Vision Plan for Fall Line](#). Managing a trail would be a new endeavor for Sports Backers, but the organization's success leadership to this point also merits great consideration.

The NOVA Parks example of a regional authority would be something new for the Richmond region. It should merit some consideration as a long-term maintenance option. The need to establish such an authority under Virginia law may, however, present an obstacle and perhaps complicate and even delay the process to provide a long-term maintenance solution. The W&OD Trail is a major active transportation route for Northern Virginia and the authority, while it is founded as a recreational entity, manages the trail for the region.

Consideration of a coalition for the long-term management of Fall Line does not seem to be a realistic option. Same can be said for a conservancy. Both options appear to be more appropriate approach for managing a collection of trail organizations as a unifying umbrella group. While there are advantages for unified advocacy and partnerships with both options, guidance for maintenance does not appear to be as strong.

Lastly, having a Department of Transportation take the long-term maintenance role for an active transportation network does seem worthy of consideration. Just like with the authority option, it would likely take legislation to establish VDOT as the proper authority to manage the trails and to dedicate a larger budget. While VDOT currently does maintain the Virginia Capital Trail and many other shared use trails in Virginia, the overall enhancement of those trails lies largely with the localities in which the trails have been established and the variety of ways those localities have chosen to provide upkeep beyond the basics provided by VDOT.

## **Conclusion**

Five different management options were presented in this study as a long-term solution for the overall maintenance and management of Fall Line. Of the five options, the most viable and potentially most expedient option would be to select a foundation or non-profit to take on that role. The two current viable non-profit candidates with known interest in managing Fall Line are the Richmond Sports Backers and the Virginia Capital Trail Foundations. Both of those entities would likely need to bring in more funding and also hire more staff and expand the services of their organizations to take on more leadership responsibility for the trail. The leaders of the seven localities that are a part of the Fall Line corridor should be the ones tasked with selecting and deciding on a solution for the long-term maintenance of the trail.

## Deallocation of regional funding by the Central Virginia Transportation Authority

As part of the [CVTA Regional Project Selection and Allocation Framework](#), regional project applicants are encouraged to leverage CVTA funds for additional outside funding, such as Smart Scale, revenue sharing, or federal grants when possible. The CVTA intends to support awarding leveraging funds to aid project delivery in an expedited timeframe. Projects with funding intended to be leveraged are not considered active until the project is fully funded. However, leverage funds allocated by CVTA for a regional project are considered allocated funds and cannot be allocated to another project until deallocated.

Following award of CVTA regional funding to leverage additional funding for a project, if the project sponsor is not able to obtain full funding through leveraged resources, the project estimate will be adjusted for inflation and programmed forward to the anticipated funding year of the additional source. The project sponsor may also request a new amount for leveraging funds. If this new amount is not included in the CVTA funding scenario, the project sponsor can adjust the request or retain the original funding request and try for a second time to achieve additional project funding. If the adjusted leveraging amount is approved by the CVTA, the process is reset with the new funding amount as the first leveraging attempt.

If the project sponsor is unable to fully fund the project in the second attempt, the allocated CVTA project funds will be deallocated. The following process identifies how the CVTA shall deallocate funds and direct them back into the regional project funding budget.

The Central Virginia Transportation Authority has the authority to unilaterally deallocate project funding following two unsuccessful attempts to secure leveraged full funding for a project. A review of the subject project for leveraged project viability should begin following an unsuccessful first attempt to obtain funds. If funds are not obtained to fully fund the project in the sponsor's second attempt, the project will be deemed as nonviable using CVTA leveraging and funding will be deallocated.

The deallocation process will be initiated in both the Technical Advisory Committee and the Finance Committee with both providing recommendations to the authority for action.

The CVTA shall notify the project sponsor and/or Virginia Department of Transportation in writing that it intends to unilaterally deallocate funds from a project and provide both with a reasonable opportunity to respond to the proposed action. If the project sponsor or VDOT do not act or respond within the designated timeframe, CVTA may take action, by motion or resolution, to deallocate awarded funds from the project and place them back into balance entry for CVTA regional project funds.



Jurisdiction	Name	Description	UPC (N/A if none)	Type *	Estimated Total Cost	Proposed CVTA Funds	Proposed Future CVTA Funds	Other Committed Funds	Notes on other funds	Remaining Funds Needed
Ashland	Vaughan Road Overpass	Grade Separated Crossing at Vaughan/Archie Cannon. Funds used for leverage of other funding.	N/A	Bridge	\$ 38,500,000	\$ 300,000	\$ -	\$ -		\$ 38,200,000
Ashland	Economic Development Road Improvements	Construct various improvements to support economic development.	N/A	Roadway Capacity Expansion	\$ 8,000,000	\$ 200,000	\$ -	\$ -		\$ 7,800,000
Ashland	England Street Streetscape Project	Engineering and constuction of streetscape improvements.	N/A	Bicycle/Pedestrian	\$ 10,000,000	\$ 60,000	\$ -	\$ -		\$ 9,940,000
Charles City	Transportation Planning Support	New position to support CVTA , RTPO and Transporation activities	N/A	Staffing	\$ 85,260	\$ 85,260	\$ -	\$ -		\$ -
Chesterfield	Route 60 Village Enhancement	Access Management Improvements, Bike/Ped Shared Use Path, Ped Crossing, SW Gap Improvements	N/A	Mobility (ie. Bikeshare)	\$ 30,000,000	\$ 4,000,000	\$ -	\$ -		\$ 26,000,000
Chesterfield	Centralia Road/Old Wrexham Road Roundabout	Roundabout and Bike/Ped Accommodations	N/A	Innovative Intersection	\$ 5,000,000	\$ 1,000,000	\$ -	\$ 4,000,000	Previous CVTA Local	\$ -
Chesterfield	Powhite Parkway Extension: Little Tomahawk Ck - Woolridge Rd; Charter Colony Grade-Separation; Brandermill Pkwy Overpass	New 4-lane road	N/A	New Alignment	\$ 170,000,000	\$ 27,000,000	\$ 51,500,300	\$ 16,099,735	Previous Local and CVTA Local	\$ 75,399,965
Chesterfield	Route 10 (Route 288 - Courthouse Rd) Weave Mitigation	Roadway and Intersection Improvements	N/A	Innovative Intersection	\$ 30,000,000	\$ 4,000,000	\$ 18,736,500	\$ 7,263,500	Previous CVTA Local	\$ -
Goochland	Bulldog Way Improvements	Widening of Bulldog Way for turn lanes in conjunction with a new elementray school	N/A	Roadway Capacity Expansion	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -		\$ -
Goochland	Oilville at I-64 Interchange Improvements	Install a single lane roundabout at Oilville Road and I-64 WB off ramps	123290	Roundabout	\$ 8,300,660	\$ 426,128	\$ 544,330	\$ 4,573,872	Federal CPF earmark and local	\$ 2,756,330
Hanover	Rt. 360/Lee Davis Rd	Widen Rt. 360 btwn Wynbrook Ln & Sujen Ct. and Lee Davis Rd north and south of the Rt. 360	13551	Roadway Capacity Expansion	\$ 33,092,000	\$ -	\$ -	\$ 34,304,240	previous CVTA funds + other	\$ (1,212,240)
Hanover	Rt. 301	Convert SB shoulder to thru/right-turn lane btwn Atlee Rd & Atlee Station Rd	N/A	Roadway Capacity Expansion	\$ 910,000	\$ 204,064	\$ -	\$ 1,125,794	Previous CVTA funds plus CVTA regional (will supplant local funds)	\$ (419,858)
Hanover	Rt. 1 & Rt. 30	Convert intersection to a signalized Green-T	N/A	Intersection Improvement	\$ 4,823,000	\$ -	\$ -	\$ 6,419,689	Previous CVTA funds plus CVTA regional (will supplant local funds)	\$ (1,596,689)
Hanover	Lewistown Rd/Ashcake Rd	Improve operations & safety in the intersection	N/A	Intersection Improvement	\$ 6,785,000	\$ 2,411,619	\$ 2,635,000	\$ 1,738,381	Previous CVTA funds	\$ -
Hanover	Atlee Rd / Bus. Rt. 360 / Cold Harbor Rd	Convert signalized intersection to roundabout	N/A	Roundabout	\$ 5,651,000	\$ 2,508,530	\$ 1,365,000	\$ 1,786,470	Previous CVTA funds	\$ (9,000)
Hanover	Pole Green Rd	Widen from 2-4 lanes btwn Bell Creek Rd & Rural Point Rd	109260	Roadway Capacity Expansion	\$ 39,850,000	\$ 2,680,000	\$ 16,460,000	\$ 20,711,946	Previous CVTA funds + other	\$ (1,946)
Hanover	Creighton Rd/Creighton Pkwy/Walnut Grove Rd	Convert T intersections to a "dogbone" roundabout	N/A	Roundabout	\$ 6,514,000	\$ 1,925,000	\$ -	\$ 4,637,173	CMAQ funding approved on 3/23/22	\$ (48,173)
Hanover	Atlee Station Rd (Ph. 2)	Widen from 2-4 lanes btwn Warren Ave. & Kings Charter Dr.	115195	Roadway Capacity Expansion	\$ 31,805,000	\$ -	\$ 5,000,000	\$ 28,729,078		\$ (1,924,078)
Hanover	Rt. 301/54	Convert Y intersection to a roundabout	N/A	Roundabout	\$ 4,470,000	\$ -	\$ -	\$ 4,524,642	Other fundng is CVTA Regional. Anticipate \$700K in FY23.	\$ (54,642)
Hanover	Greenwood Rd / Blanton Rd / Ashland Rd	Convert stop controlled intersection to a roundabout	N/A	Roundabout	\$ 7,499,000	\$ -	\$ 1,253,000	\$ 6,246,000		\$ -
Hanover	Rt. 54 / Goddins Hill Rd	Construct left turn lane from WB Rt. 54 to SB Goddins Hill Rd	N/A	Intersection Improvement	\$ 5,424,000	\$ 681,000	\$ 4,371,000	\$ 372,000		\$ -
Hanover	Atlee Station Rd (Ph. 3)	Widen from 2-4 lanes btwn Kings Charter Dr & Sliding Hill Rd	N/A	Roadway Capacity Expansion	\$ 32,915,000	\$ -	\$ 24,795,770	\$ 8,138,345		\$ (19,115)
Hanover	Creighton Rd	Construct left turn lanes at Tammy Ln and Sleds Lake Rd	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ 4,217,000	\$ -	\$ 4,217,000	\$ -		\$ -

Jurisdiction	Name	Description	UPC (N/A if none)	Type *	Estimated Total Cost	Proposed CVTA Funds	Proposed Future CVTA Funds	Other Committed Funds	Notes on other funds	Remaining Funds Needed
Hanover	Atlee Rd / Mechanicsville Elementary School	Construct left turn lanes at Mechanicsville Elementary School	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ 1,822,000	\$ -	\$ 1,822,000	\$ -		\$ -
Hanover	Meadowbridge Rd / Atlee Rd	Intersection improvement	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ 15,000,000	\$ -	\$ 15,000,000	\$ -		\$ -
Hanover	Pouncey Tract Rd / Ashland Rd	Intersection improvement	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -		\$ -
Hanover	Route 360 / Walnut Grove Rd	Intersection improvement	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ 10,000,000	\$ -	\$ 10,000,000	\$ -		\$ -
Hanover	Route 33 (Phase 1)	Widen to 4-lanes	N/A	Roadway Capacity Expansion	\$ 100,000,000	\$ -	\$ 35,000,000	\$ -		\$ 65,000,000
Hanover	Project Development	Traffic studies including corridor studies, conceptual plans, cost estimates, traffic operations and safety analysis to support project development and grant applications	N/A	Other	\$ 450,000	\$ -	\$ 450,000	\$ -		\$ -
Hanover	Trench Widen and Overlay	Rehabilitate/resurface various rural secondary roads to include trench widening (on-going, to be funded on an annual basis)	120331	Trench Widen & Pavement Overlay	\$ 42,000,000	\$ 3,500,000	\$ 31,500,000	\$ 7,000,000	Previous CVTA funds	\$ -
Hanover	Economic Development Road Improvements	Construct various improvements to support economic development (on-going, to be funded on an annual basis)	N/A	Economic Development	\$ 12,000,000	\$ 1,000,000	\$ 2,000,000	\$ 9,000,000	Previous CVTA funds	\$ -
Hanover	Railroad X-ing Safety Improvements	Local match for federal grants	N/A	Safety	\$ 2,000,000	\$ 100,000	\$ -	\$ 1,900,000		\$ -
Hanover	Vaughan Rd Overpass & Extension	Local match for federal grants	N/A	Safety	\$ 40,000,000	\$ 1,000,000	\$ -	\$ -		\$ 39,000,000
Hanover	Bike/Ped. Improvements	Transportation Alternatives grant matching funds for countywide bike/ped. improvements	N/A	Mobility	\$ 3,300,000	\$ 103,200	\$ 900,000	\$ 4,392,800	Previous CVTA funds	\$ (2,096,000)
Hanover	Paper Streets - Paving & Maintenance	Pave "paper streets" and provide limited on-going maintenance	N/A	Paving/Maintenance	\$ 150,000	\$ 83,460	\$ -	\$ 66,540	Previous CVTA funds	\$ -
Hanover	Engineering Support FTE (CE-Traffic)	New position to support the development of road projects (on-going, to be funded on an annual basis)	N/A	Staffing	\$ 1,000,000	\$ 100,000	\$ 900,000	\$ -		\$ -
Henrico	Countywide Pedestrian Improvements	Design & construct bicycle, pedestrian & transit stop improvements	N/A	Bicycle/Pedestrian	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	Recurring CIP Project	\$ -
Henrico	Countywide Engineering Feasibility Studies	Planning & Preliminary Engineering for roadway improvements	N/A	Roadway Reconstruction	\$ 500,000	\$ 500,000	\$ -	\$ -	Recurring CIP Project - Supports Project Pipeline	\$ -
Henrico	Connector Trails	Design & construct connector trails for the Fall Line & VA Capital Trail	N/A	Bicycle/Pedestrian	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	This funding will be used to leverage grants when feasible	\$ -
Henrico	Traffic Calming	Roadway modifications & enhancements to control speeds & improve safety	N/A	Safety	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	Supports the Structural Traffic Calming Program	\$ -
Henrico	Roadway Safety Studies	Corridor safety studies to identify bike/ped/vehicular safety improvements.	N/A	Safety	\$ 500,000	\$ 500,000	\$ -	\$ -	Supports transportation project pipeline	\$ -
Henrico	Pavement Reclamation	Full depth pavement replacement to include shoulder widening and ditch adjustments	N/A	Paving	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -		\$ -
Henrico	Sadler Road Improvements	Roadway widening and realignment w/ Shared Use Parth - Dominion Blvd to Cedar Forest Rd	104148	Roadway Reconstruction	\$ 39,601,191	\$ 3,515,000	\$ -	\$ 30,182,000	RSTP & local funding - balance of funds for CN will be FY25 CVTA Local	\$ 5,904,191

Jurisdiction	Name	Description	UPC (N/A if none)	Type *	Estimated Total Cost	Proposed CVTA Funds	Proposed Future CVTA Funds	Other Committed Funds	Notes on other funds	Remaining Funds Needed
Henrico	Magellan Parkway Extension	Existing Magellan Pkwy to Scott Road	N/A	Safety	\$ 12,660,000	\$ 6,460,000	\$ -	\$ 6,200,000	CVTA Local FY22 fully funds CN	\$ -
Henrico	Greenwood Rd Improvement	Phase 1 - Woodman Rd to Branch Rd	N/A	Roadway Capacity Expansion	\$ 10,800,000	\$ 725,000	\$ -	\$ 10,075,000	CVTA Local FY22 fully funds PE	\$ -
Henrico	Construction Contingency Funding	Line item to cover construction phase cost overruns	N/A		\$ -	\$ -	\$ -	\$ -		\$ -
Henrico	Bethlehem Rd Improvements	Staples Mill Rd to Libbie Ave	N/A	Roadway Capacity Expansion	\$ 7,000,000	\$ 4,300,000	\$ -	\$ 2,700,000	\$2.716m in VDOT Revenue Sharing	\$ -
New Kent	Plum Point Drainage Improvements - PE Only	Engineering for roadway drainage improvement in the Plum Point Community	N/A	Drainage	\$ -	\$ 80,000	\$ -	\$ -		\$ (80,000)
New Kent	Plum Point Drainage Improvements - Construction	Roadway drainage improvements in the Plum Point Community.	N/A	Drainage	\$ -	\$ 200,000	\$ -	\$ -		\$ (200,000)
New Kent	Marketplace Drive Intersection Improvements	Traffic light installation and and road improvements	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ -	\$ 300,000	\$ -	\$ -		\$ (300,000)
New Kent	Courthouse Road/Kentland Trail Intersection Improvements	Roundabout Design and Engineering	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ -	\$ 125,000	\$ -	\$ -		\$ (125,000)
New Kent	Kentland Trail/ Colonial Downs Parkway Intersection Improvements	Roundabout Design and Engineering	N/A	Intersection Improvement (for realignment, turn lanes, sight distance)	\$ -	\$ 125,000	\$ -	\$ -		\$ (125,000)
New Kent	Rt. 106 Bridge Widening	Expand bridge by one lane in each direction - design and engineering	N/A	Bridge	\$ -	\$ 125,000	\$ -	\$ -		\$ (125,000)
New Kent	Sidewalks in Eltham	Sidewalks along Rt. 33 from Farmers Drive to Bridge - Design and Engineering	N/A	Other	\$ -	\$ 50,000	\$ -	\$ -		\$ (50,000)
New Kent	Bottoms Bridge Park & Ride Expansion - add bus shelter and bike racks	Park and Ride construction	N/A	Transit	\$ -	\$ 85,000	\$ -	\$ -		\$ (85,000)
New Kent	Transportation Engineering	County Wide	N/A	Operations/Maintenance	\$ -	\$ 200,000	\$ -	\$ -		\$ (200,000)
New Kent	Project Management	County Wide	N/A	Staffing	\$ -	\$ 75,000	\$ -	\$ -		\$ (75,000)
New Kent	Sidewalks/Streetscape improvements in Providence Forge	Project Development. Design/Engineering	N/A	Safety		\$ 100,000				\$ (100,000)
New Kent	County-wide Roadside Litter Pick-up	Pick up litter along road ROW	N/A	Operations/Maintenance		\$ 68,000				\$ (68,000)
New Kent	Staff Time and Project Management		N/A	Staffing		\$ 33,000				\$ (33,000)
Powhatan	TBD	No set plans at this time to spend funds	N/A		\$ -	\$ -	\$ -	\$ -		\$ -
Richmond	Pavement Maintenance & Infrastructure Program	City Wide 9 Districts	N/A	Operations/Maintenance	\$ -	\$ 5,000,000	\$ -	\$ -		\$ (5,000,000)
Richmond	Personnel forTransportaation Program	City Wide 9 Districts	N/A	Staffing	\$ -	\$ 4,205,407	\$ -	\$ -		\$ (4,205,407)
Richmond	Transportation Engineering	City Wide 9 Districts	N/A	Safety/Operations/Maintenance	\$ -	\$ 2,317,325	\$ -	\$ -		\$ (2,317,325)
Richmond	Maintenance Operations	City Wide 9 Districts	N/A	Operations/Maintenance	\$ -	\$ 600,000	\$ -	\$ -		\$ (600,000)
Richmond	Bridge and Roadway Projects	Capital Improvement Program	N/A	Safety/Capacity Expansion	\$ -	\$ 1,000,000	\$ -	\$ -		\$ (1,000,000)
Richmond	Multimodal Transportation Planning and Projects	City Wide 9 Districts	N/A	Transit/Mobility/Bicycle/Pedestrian	\$ -	\$ 1,570,070	\$ -	\$ -		\$ (1,570,070)
Richmond	Transportation Engineering	Citywide Projects: Commerce Rd	N/A	Safety/Capacity Expansion	\$ -	\$ 2,000,000	\$ -	\$ -		\$ (2,000,000)
					\$ 806,124,111	\$ 101,127,063	\$ 238,449,900	\$ 222,187,205		\$ 244,359,943

\* If Type is "Staffing" then only list cost of position directly related to transportation tasks - not including fringe/overhead, etc.