Pathways to the Future
TRANSPORTATION

Technical Report I:
Constrained Plan Development Report

Long Range Transportation Plan 2050



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Constrained Plan Development Report

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ABSTRACT
The Richmond Regional Transportation Planning Organization (RRTPO) is in the process of updating the regional Long-Range Transportation Plan (LRTP) to the horizon year 2050. This LRTP has been branded Pathways to the Future: Transportation 2050. As part of this process and in keeping with federal regulations, RRTPO staff worked with regional partners to assess projected future funding against the set of possible projects in the Universe of Projects prioritized based on our four (4) goals. After considering multiple financial investment scenarios, this process led to development of the list of constrained projects recommended for inclusion in Pathways to the Future: Transportation 2050.

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ACKNOWLEDGEMENT

Pathways to the Future: Transportation 2050 was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation. This report also represents the collective work of state, regional, local and special interest representatives of the RRTPO 2050 Long-Range Transportation Plan Advisory Workgroup.

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Overview

This Technical Document consists of the following components that are critical to understanding the process for moving from the full set of possible projects in the Universe of Projects to developing the list of constrained projects recommended for inclusion in *Pathways to the Future: Transportation 2050*.

Pathways to the Future: Transportation 2050 is grounded in the fact that there is not enough money to pay for all projects in the Universe of Projects. The RRTPO must work with the funding partners to develop a financial plan that reflects expected revenues, investments to maintain the existing transportation system, and proposed improvements to the system. The Financial Plan describes the assumptions used to determine the funds to be included, how the revenue projections were developed, and the assumptions for estimating inflation of funds to later time periods to enable the assignment of time-bands of fund calculated.

Committed funds are distinguished so that projects that are already approved through the Six-Year Improvement Plan are considered. Revenues expected from the Central Virginia Transportation Authority (CVTA) are also outlined in the Financial Plan in accordance with the assumptions used for allocating the CVTA revenues prescribed by the State legislation. Programmatic investments which include funds for maintenance and operation of the regionwide transportation system are pre-allocated and are not part of the prioritization process; these make up more than 57% of the planned investments through 2050.

Six (6) appendices are included as part of the Financial Plan:

- Appendix A: Detailed Transit Revenue Assumptions
- Appendix B: Detailed Greater Richmond Transit Company (GRTC) Revenue Assumptions
- Appendix C: Detailed Highway Revenue Assumptions
- Appendix D: Constrained List of Projects, including a list of 96 committed regionally significant projects from the FY21-26 SYIP, 121 regional projects listed in accordance with time-band increments of the 24-year plan, and constrained projects listed by mode and project type.
- Appendix E: Vision Project List, includes 67 projects to be funded should additional revenues become available.
- Appendix F: Detailed Financial Scenario Summaries

Introduction

Constraint is the process of demonstrating that a proposed set of investments are possible with the expected revenues during the period of the plan. This demonstration requires the RRTPO to develop a financial plan which reflects expected revenues, investments to maintain the existing transportation system, and proposed improvements to the system in coordination with state transportation agencies, transit operators, and roadway owners. Federal regulations give guidance on the development of a financial plan in 23 CFR § 450.324. The eight (8) major requirements for financial plans are listed below.

i. For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).
ii. For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.
iii. The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.
iv. In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).
v. For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

vi. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCMs) in the applicable SIP.

vii. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

viii. In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

Projected Revenues

How are revenue projections developed?

The RRTPO's revenue projections for Pathways to the Future: Transportation 2050 were developed cooperatively with the Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and the Greater Richmond Transit Company (GRTC). Highway funding and most transit funding was projected by the relevant state agency at the state level and allocated to the RRTPO based on historic regional success in obtaining funding and population-share within the region. Projections of federal transit revenues beyond 2031 were developed by PlanRVA staff using a 2.0% annual escalator based on historic growth in revenues and the assumptions used by VDOT for other federal revenues covered by this plan. A full breakdown of the assumptions can be found in Appendix A for transit and Appendix B for highway revenues.

What revenue sources are considered within this plan?

Federal regulations require identification of financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan. For this plan, all state and federal formula highway and transit funding sources are included as well as revenues from the Central Virginia Transportation Authority (CVTA) and discretionary state funding programs. Discretionary federal programs, rail funds, and development-linked private investment are not readily predictable or attributable to the RRTPO planning area and are not included within the financial sources in this plan. A summary of the funding sources included in this plan is included below.

Carbon Reduction Program (CRP): The Carbon Reduction Program (CRP) is very similar to the CMAQ program but with a focus on reducing the emissions of greenhouse gases (primarily carbon dioxide) from on-road projects. As with CMAQ, these funds are generally limited to projects which do not expand highway capacity. VDOT has prepared projections for these funds and accompanying match.

Central Virginia Transportation Authority (CVTA) – The CVTA is a new transportation authority established in 2020 covering Virginia Planning District 15, PlanRVA, which includes all the localities within the RRTPO Planning Area. This new authority is funded through regional sales and fuels taxes. VDOT has provided projections for CVTA revenues to 2050.

Local Share: Fifty percent (50%) of the funding is returned to the localities for use on transportation expenses. These expenses include everything from operations and staffing to planning and capital improvements. This funding is directed by local governments to eligible investments.

Regional Share: Thirty-five percent (35%) of the funding is retained by the authority for regional projects. Regional significance is not defined in law and is left to the authority to determine. The details of this program can be found in the CVTA project selection framework.

Transit Share: Fifteen percent (15%) of the new CVTA revenue is dedicated to operations and improvements to the transit system in the region. This funding is available to GRTC for both operations and capital improvements.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program is funding dedicated to improving congestion and air quality in the region. In the Richmond region, this funding is used to reduce emissions of Volatile Organic Compounds (VOCs) and Nitrous Oxides (NOx), the precursors of ozone. This funding can be used for active transportation, intersection improvements, and transit improvements but cannot be used to add new lanes or additional roadway capacity. VDOT has prepared projections for these funds and accompanying match.

Construction District Grant Program (CDGP): This fund is one of the two main programs which make up Virginia's Smart Scale program. All locality-sponsored projects in the Richmond District compete for funding through this program. VDOT has prepared projections of expected revenues based on the region's historic success in the program and the RRTPO's share of the district population.

FTA 5303: The 5303 program is funding dedicated to Metropolitan Transportation Planning. This funding is used for RRTPO operations and planning activities related to transit. Projections for 2026 – 2031 are provided by DRPT; PlanRVA staff projected 2032 – 2050 using a 2.0% escalator, consistent with other federal funding sources in this plan.

FTA 5307: The FTA 5307 program, also known as the Urbanized Area Formula, is flexible transit funding which can be used for capital investments and operational assistance. GRTC uses 5307 funds for preventative maintenance and ADA improvements which are included in the operating budget as well as capital investments consistent with the current Transportation Improvement Program. Projections for 2026 – 2031 are provided by DRPT; PlanRVA staff projected 2032 – 2050 using a 2.0% escalator, consistent with other federal funding sources in this plan.

FTA 5310: The 5310 program is dedicated to improving mobility for older adults and people with disabilities. These funds can be used for program operations or capital improvements such as van purchases. Projections for 2026 – 2031 are provided by DRPT; PlanRVA staff projected 2032 – 2050 using a 2.0% escalator, consistent with other federal funding sources in this plan.

FTA 5339: The 5339 program is funding for purchasing or rehabilitating buses, bus equipment, and bus facilities. Projections for 2026 – 2031 are provided by DRPT; PlanRVA staff projected 2032 – 2050 using a 2.0% escalator, consistent with other federal funding sources in this plan.

GRTC Operating Contributions: These funds are contributions by local governments to the operations of the GRTC transit system. The local contributions are locked in by state law and are indexed to the Consumer Price Index – Urban (CPI-U). Local contributions are assumed to increase by 2.0% annually based on the average annual inflation rate between January 2001 and January 2021 (assuming a return to more standard inflationary trends) and the growth rate projected for federal revenues. This growth rate was also applied to contracted service for the City of Petersburg.

GRTC Operating Revenues: These funds are revenues generated primarily from fares, service contracts, and advertising on GRTC buses and facilities. As the GRTC system is fare-free, **no fare revenues are included within the forecast in this plan.** These funds are dedicated to operating the GRTC transit system. The operating revenue projections are conservative and based on the current system using historic growth rate. An annual growth rate of 2.0% was used consistently with other growth assumptions.

High Priority Projects Program (HPPP): This program is the other component of the Smart Scale program. Beyond the locality-sponsored projects, this program is also open to Planning District Commissions and Metropolitan Planning Organizations like the RRTPO. VDOT has prepared projections of expected revenues based on the region's historic success in the program and the RRTPO's share of the district population.

Maintenance (Localities): These funds are financial assistance to county and city governments for locality-maintained roads. VDOT has prepared projections for this funding category.

Maintenance (VDOT): This category covers funds for maintenance of VDOT-maintained roads in the RRTPO study area. The distribution of funds is based on the two-year average share (2025-2026) in the Richmond district. The RRTPO share was determined based on the population distribution within the Richmond district. VDOT has prepared projections for this funding category.

Other Federal Funding: This category of funding is a catch-all for all other funding for construction projects that is awarded on a discretionary basis. Discretionary revenues are not included in the financial projections and are only included to account for planned investments already included in the SYIP.

Right of Way Fees: This funding source represents revenues generated by utility use of the VDOT right-of-way. The funding from this program is relatively small and used primarily to support local projects on the secondary road system. VDOT provided projections for this program.

Special Structures: This is a dedicated funding program for maintenance, rehabilitation, and replacement of special structures like movable bridges, tunnels, or significant fixed-span structures which present unique challenges. In the Richmond area, the Benjamin Harrison Bridge connecting Charles City County and Prince George County over the James River is an example of the movable type bridge and the Varina-Enon Bridge (I-295) over the James is an example major fixed-span bridge. VDOT has provided a projection for this funding source.

State of Good Repair: State of Good Repair funds are dedicated to rehabilitation and replacement of structurally deficient bridges and deteriorated interstate and primary highway pavement. VDOT has provided projections for this revenue source.

Surface Transportation Block Grant (STBG): The Surface Transportation Block Grant (STBG) program is a flexible source of funding for transportation improvements. As a transportation management area (TMA), the RRTPO receives a sub-allocation of STBG funds for regional transportation improvements. These funds can be used for nearly all project types. VDOT has prepared projections for this funding category.

Transportation Alternatives (TA) Set-Aside: This program is funding dedicated to active transportation improvements. The funding for this program is set-aside from the overall Surface Transportation Block Grant (STBG) funding. VDOT has prepared projections for this funding category.

VDOT Administrative: This funding category covers administrative programs including Administrative and Support Services, Environmental Monitoring and Evaluation, Construction Management, and Ground Transportation Planning and Research. VDOT has prepared projections for this funding category.

Why are there different time periods?

As noted above, federal regulations require cost estimates to be provided in year of expenditure (YOE) dollars. To meet this requirement, projects are divided into time periods for implementation consistent with previous plans. The estimated costs for all projects are inflated to reflect expected cost in that time period. The latter half of the plan has been consolidated into a single 13-year period (Priority Projects) to reflect greater uncertainty around implementation compared to the near term (Funded/No Regrets) and midterm (Building Blocks) periods.

Summary of Transit Revenues

The majority of the transit revenue projections were provided by the Department of Rail and Public Transportation (DRPT). DRPT projections for federal funding were provided through 2031. RRTPO extended these projections using a 2.0% annual escalator, consistent with other federal revenue projections prepared by VDOT. GRTC revenue projections were developed by GRTC in the Transit Strategic Plan (TSP) and extended by PlanRVA staff using a flat 2.0% for local revenues sources. This plan assumes continuation of GRTC's existing zero fare policy and does not include any fare revenue. Projections and assumptions are detailed in Appendices A (State & Federal Transit Revenues) and B (GRTC Revenues).

	Projected Revenue (in millions of dollars)		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032 - 2037**	**2038 - 2050**
Federal Transit Funds	**$277,443,132**	**$267,027,818**	**$699,831,348**
FTA 5303	$3,830,367	$4,417,019	$11,576,191
FTA 5307/5340	$244,607,518	$232,245,133	$608,672,271
FTA 5310	$17,295,072	$19,943,951	$52,269,459
FTA 5339	$11,710,175	$10,421,715	$27,313,427
State Transit Funds	**$296,401,817**	**$346,906,763**	**$998,943,389**
Operating Assistance (GRTC)	$120,939,572	$143,768,641	$414,485,722
Capital Assistance (GRTC)	$104,659,348	$122,148,039	$352,153,417
TRIP (GRTC)	$66,865,087	$76,449,166	$220,403,335
FTA 5303 - State Match	$478,796	$552,127	$1,447,024
FTA 5310 - State Match	$3,459,014	$3,988,790	$10,453,892
Local & Agency Transit Funds	**$402,087,243**	**$401,190,896**	**$1,124,807,470**
CVTA Revenue - GRTC	$288,563,374	$275,670,000	$795,840,000
Operating Revenues & Contributions - GRTC	$112,180,319	$123,971,571	$324,906,973
Local Match - 5303 (PlanRVA)	$478,796	$552,127	$1,447,024
Local Match - 5310 Recipients	$864,754	$997,198	$2,613,473
Transit Operating & Capital Funds	**$975,932,192**	**$1,015,125,477**	**$2,823,582,207**

Summary of Highway Revenues

All revenue projections for federal, state, and regional highway funding were provided by the Virginia Department of Transportation (VDOT). A summary of the assumptions and the full breakdown of revenues by source is included in Appendix C.

	Projected Revenue (in millions of dollars)		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032 - 2037**	**2038 - 2050**
Federal & State Highway Funds	**$3,579,263,950**	**$4,116,186,602**	**$11,813,055,089**
Administrative	$98,537,493	$111,827,449	$300,259,162
Maintenance (Localities)	$716,896,977	$772,075,484	$2,082,158,388
Maintenance (VDOT)	$1,427,418,348	$1,512,595,733	$4,063,140,728
State of Good Repair (SGR)	$222,822,059	$471,650,610	$1,542,133,637
Special Structures	$75,683,255	$16,641,285	$77,162,072
Interstate Corridor Funds	$22,455,452	$22,288,720	$69,257,736
Right-of-Way Fees	$3,541,632	$3,541,632	$7,673,537
VA Safety Funds	$30,256,544	$157,216,870	$514,044,546
Other Federal Funding	$46,489,318	$44,549,816	$115,580,378
District Grant Program (DGP)	$312,575,728	$430,616,216	$1,335,621,836
High Priority Projects (HPP)	$393,602,150	$314,433,740	$1,028,089,092
Transportation Alternatives Program (TAP)	$14,461,356	$16,357,463	$42,669,694
Carbon Reduction Program	$14,139,978	$16,015,885	$41,974,727
Regional Surface Transportation Block Grant (STBG)	$118,921,080	$134,332,836	$352,061,938
STBG Match	$29,730,271	$33,583,210	$88,015,486
Congestion Mitigation & Air Quality (CMAQ)	$41,385,848	$46,767,721	$122,569,704
CMAQ Match	$10,346,461	$11,691,931	$30,642,428
Regional Funds	**$522,270,084**	**$624,704,976**	**$1,803,479,552**
CVTA Revenue	$522,270,084	$624,704,976	$1,803,479,552
Local Funds	**$746,100,120**	**$892,435,680**	**$2,576,399,360**
CVTA Revenue	$746,100,120	$892,435,680	$2,576,399,360
Highway Operating & Capital Funds	**$4,847,634,154**	**$5,633,327,258**	**$16,192,934,001**

Committed Projects

The committed project list reflects projects which have funds allocated or planned for obligation within FY26 - FY31 Six-Year Improvement Plan (SYIP) or have unfunded balances after FY31 and meet the project inclusion guidelines for regional projects. The funding to complete these projects is pre-allocated before the Universe of Projects is programmed in each scenario. This represents a commitment to finishing the projects we have already started.

The Six-Year Improvement Plan (SYIP) is a statewide document that outlines planned spending for transportation projects proposed for construction development or study for the next six years. The SYIP is updated annually to allocate transportation funds for the upcoming year and to document expected investments over the following five years. Essentially, the SYIP is the list of projects that are expected to be undertaken in the next six years and the funding committed to each project.

Projects included in the SYIP are constrained through the state budgetary process. This list includes the projects currently underway or starting in the immediate future. As such, the regionally significant projects in the SYIP (as determined by the project inclusion guidelines) that are in the RRTPO Study Area make up a significant portion of the proposed investments in the first period (FY26 – FY31). These projects have already been selected and prioritized through various funding programs and are deemed consistent with the vision and goals of this plan.

Some projects in the SYIP have committed funding but may not be fully funded within the first six years of the plan. The balance to complete these projects has been taken from the available revenues in the first time band to reflect the commitment to finishing the selected project. Projects in the SYIP already reflect year of expenditure dollars and do not require an additional inflation factor. All costs and allocations are presented in thousands of dollars ($1000). The list of regionally significant SYIP projects is included for reference below.

The SYIP also contains some projects that are not included in the committed project list. These other projects are not included on the committed project list because they do not meet the regional project inclusion criteria (are not “regionally significant”) but are deemed consistent with the plan. The full set of committed highway projects is available from VDOT online; transit projects are available from DRPT.

Planned Investments

How are project costs estimated for each project?

All projects included in the Universe of Projects had a cost estimate in 2050 dollars. These estimates represent the entire capital cost of the project including design, engineering, utility relocation, right-of-way acquisition, and construction.

Based on RRTPO practice established in previous long-range plans and consistent with Virginia's approach to Smart Scale estimates, the 2025 project estimates were inflated at a rate of 3% per year to the expected year of expenditure. For the first two time-bands, projects were inflated to the 4th year of the period to reflect inflated costs. The third time-band covers a 13-year window reflecting greater uncertainty, and year 7 was used. The midpoint and inflation rate for each time-band are shown in the table below.

Funded/No Regrets	Building Blocks	Priority Projects
2026-2031 Mid: 2029	**2032 – 2037 Mid: 2035**	**2038 – 2050 Mid: 2044**
Funded -Projects funded in the SYIP or locally; No Regrets – low cost or immediate interventions currently unfunded but possible within budget	**Mid-term, prerequisites for priority projects**	**Long-term, require additional planning, sequenced projects or larger investment**
12.6% Inflation	**34.4% Inflation**	**75.3% Inflation**

Summary of Investments

As discussed in detail above, the main point of the financial plan is to show that cost of planned investments is less than or equal to expected revenues. The table below summarizes available revenues and planned investments in this plan. The detailed breakdown of investments for each category (programmatic, local, and regional) is included in the following pages.

	Projected Revenue & Investments		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032 - 2037**	**2038 - 2050**
Total Revenue Available	**$5,823,566,346**	**$6,648,636,757**	**$19,018,747,846**
Projected Revenue	$5,823,566,346	$6,648,452,735	$19,016,516,208
Carryover Surplus from Previous Period	$-	$184,022	$2,231,637
Total Investments	**$5,823,382,324**	**$6,646,405,120**	**$19,018,052,542**
Programmatic Investments	$3,197,885,451	$3,815,929,244	$10,939,225,227
Local Investments	$759,672,687	$814,655,466	$2,398,360,072
Regional Investments	$1,865,824,185	$2,015,820,410	$5,680,467,243
Surplus	**$184,022**	**$2,231,637**	**$695,303**

Programmatic Investments

Programmatic investments are funds for the maintenance and operation of the regionwide transportation system. These investments are pre-allocated and do not undergo a prioritization process as part of 2050 plan development. Most of the programmatic investments have a dedicated funding source which is not eligible for other uses. As with local capital investments, individual projects are generally not listed separately in the long-range transportation plan. Maintenance and operation of the existing transportation system, including systemic safety investments, are

considered consistent with *Pathways to the Future: Transportation 2050*. Programmatic investments make up more than 57% of the planned investments through 2050.

GRTC operational costs and highway maintenance costs are included in the financial plan based on the current network and levels of expenditure. Operational costs for the GRTC system have been projected based on growth rate and assumptions documented in the Transit Strategic Plan (TSP) and extended to 2050.

	Projected Revenue		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032 - 2037**	**2038 - 2050**
Programmatic Expenses & Investments	**$3,197,885,451**	**$3,815,929,244**	**$10,939,225,227**
Highway Maintenance (Localities)	$716,896,977	$772,075,484	$2,082,158,388
Highway Maintenance (VDOT)	$1,427,418,348	$1,512,595,733	$4,063,140,728
State of Good Repair (VDOT)	$222,822,059	$471,650,610	$1,542,133,637
Safety Improvement Program (VDOT)	$30,256,544	$157,216,870	$514,044,546
Special Structures (VDOT)	$75,683,255	$16,641,285	$77,162,072
Highway Administration	$98,537,493	$111,827,449	$300,259,162
Transit Planning	$4,787,959	$5,521,274	$14,470,239
GRTC Operations & Preventive Maintenance	$621,482,817	$768,400,539	$2,345,856,455
	Grand Total		**$17,953,039,922**

Programmatic investments are funds for the maintenance and operation of the regionwide transportation system.

Bridge Replacement and Rehabilitation Projects

While bridge replacement and rehabilitation projects are programmatic in nature and funds are distributed based on a statewide prioritization process, the RRTPO has identified major regional bridges which are priorities for replacement or rehabilitation using State of Good Repair (SGR) funds by 2050. As programmatic investments, these projects did not go through the evaluation process and are not tied to a specific time period but are considered as a whole. Depending on the timing of implementation, these bridge projects are expected to cost between $490M and $767M. Estimated costs have been listed in 2029 (near term) and 2044 (long term) dollars in the summary table below to demonstrate the range of potential costs which would be covered with SGR funds.

Project ID	Project Name	Cost Low (Funded/No Regrets Period)	Cost High (Priority Project Period)
P2F_067	Manchester Bridge Rehabilitation	$30,389,000	$47,345,000
P2F_068	Lee Bridge Rehabilitation	$45,020,000	$70,140,000
P2F_069	Midlothian Turnpike Bridge Rehabilitation	$33,765,000	$52,605,000
P2F_071	Rehabilitation of the Nickel Bridge to expand accommodations for pedestrians and bicycles, and add transit	$135,061,000	$210,421,000
P2F_072	Rehabilitation or replacement of the Mayo Bridge	$225,102,000	$350,701,000
P2F_080	Martin Luther King Jr Memorial Bridge Rehabilitation	$20,822,000	$32,440,000
Regionally Significant Bridge Replacement & Rehabilitation Total		**$490,159,000**	**$763,652,000**

Local Capital Investments

Local projects are generally smaller projects that serve only one jurisdiction and do not increase capacity on the regional network such as bus replacements, new sidewalks, or minor intersection improvements. This category also includes projects on local and rural minor collectors that are not generally eligible for federal funding. Local projects are not individually identified in the plan, but these projects are considered consistent with *Pathways to the Future: Transportation 2050* if they advance the vision and goals of the plan and are feasible within the local investments budget.

The projected budget for local improvements was developed based on current levels of investment and available sources of funding for local projects after accounting for the programmatic investments in maintenance and operations. Funding sources include local CVTA, CDGP, and right-of-way fees. Based on the historic levels of success with the Smart Scale program, half of the available CDGP were identified as available for local projects. For local CVTA funding, half of the funds are expected to be used on smaller local projects or operations based on historic usage.

For transit projects, revenue sources include 5307, 5339, 5310, and GRTC's CVTA funds. Expected needs for local improvements (including bus replacement) for the GRTC system were taken from the Transit Strategic Plan and were pre-allocated before any revenue was made available to regional expansion or improvements.

	Projected Revenue		
	Funded/ No Regrets	**Building Blocks**	**Priority Projects**
	2026-2031	**2032 - 2037**	**2038 - 2050**
Local Investments	**$759,672,687**	**$814,655,466**	**$2,398,360,072**
GRTC Local Capital Projects (transit revenues)	$210,759,188	$134,180,183	$394,295,145
FTA 5310 Program Investments	$16,033,943	$15,407,703	$40,380,792
Local Investments (DGP, CVTA, ROW Fee)	$532,879,556	$665,067,580	$1,963,684,135
	Grand Total		**$3,972,688,226**

Regional Capital Investments

Regional projects are those which add capacity to the regional transportation network or serve multiple jurisdictions. The project inclusion guidelines identify the project types which are considered regionally significant. Projects in this category must be specifically listed in the constrained plan to be consistent with *Pathways to the Future: Transportation 2050*. The budget for regional capital investments was developed after accounting for expected programmatic and local investments as well as existing regional projects with committed funding. Highway funding sources include STBG, CMAQ, HPPP, CDGP, TA, CVTA regional, and 50% of CVTA local funds to account for local priority projects that are regionally significant. Transit revenue sources include CVTA transit and 5307 funds. The table below shows the expected investments by period and improvement type.

	Projected Revenue		
	Funded/No Regrets	**Building Blocks**	**Priority Projects**
Existing Commitments	**$1,662,545,031**	**$-**	**$-**
Active Transportation	$41,575,169	$155,546,898	$479,503,243
Roadway	$143,586,568	$1,235,352,395	$4,344,784,858
Park & Ride	$18,117,417	$-	$23,263,765
Transit	$-	$624,921,117	$832,915,377
Surplus (Carried Over to next Term)	$184,022	$2,231,637	$-
Unassigned Funds	$-	$-	$695,303
Regional Investments	**$1,865,824,185**	**$2,018,052,047**	**$5,681,162,546**
	Grand Total		**$9,565,038,779**

Financial Scenario Development

Under Federal regulations, an MPO may voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan. Historically, the RRTPO has developed a single constrained plan through a consensus approach working with the Advisory Work Group, which was then presented for feedback from the public and revision through the Work Group and Policy Board. For this plan, the RRTPO explored multiple revenue constrained investment scenarios. Each scenario reflects a different way of approaching project selection to help meet the regional goals. All four options were shared with project champions and the public for feedback and review. The financial scenarios were also assessed for system level progress toward plan objectives using the baseline future scenario. This approach was developed to avoid investment lock-in based on a single set of assumptions and mirrors the approach to planning for uncertainty in the land use and growth futures considered in this plan. The four scenarios and the approach to their development are summarized below. The full breakdown of projects included in each scenario is included as Appendix F.

Traditional Usage Scenario

This scenario is designed to replicate current investment patterns in the region. Based on the projects in the SYIP, TIP, and CVTA investment programs, this scenario dedicates 70% of funding to highway improvements with the remaining 30% dedicated to transit, active transportation, and demand management. Projects were selected using their benefit-cost scores within each bucket. This represents the baseline approach to investments.

Mode Shift Scenario

The scenario represents a break from existing investment patterns by increasing potential investment in transit, rail, bike, sidewalk, and park and ride and targets a funding split of approximately 55% for highway and 45% for all other modes. However, because some transit projects require large investments and cannot be partially funded, remaining funds that cannot fully cover those are used for highway projects, resulting in a final distribution closer to 60% highway and 40% other modes. Projects were selected using their benefit-cost scores within each bucket.

Transformative Benefit Scenario

This scenario is the combination of solutions with the biggest individual impact toward meeting our regional goals, regardless of mode. The projects were prioritized by benefit scores and selected in priority order. This contains fewer projects because they are typically larger in scale and cost. This scenario represents a break from traditional funding programs and is intended to highlight the most significant individual projects.

Cost Effective Scenario

This scenario prioritizes projects by their benefit-cost score and selects them in priority order, regardless of mode. This is likely to give us the most "bang for our buck" and might contain smaller, less costly projects, with some larger ones. This approach is aligned with the approach taken in many of the funding programs including the RRTPO's STBG and CMAQ programs as well as the SMART SCALE program run by the Commonwealth of Virginia.

Consensus Scenario Development

Each of the four financial scenarios was shared with implementing project champions and the broader community. In March and April of 2026, the public was asked to weigh in on the preferred scenario and any recommended changes. Similarly, members of the local governments and transit operators responsible for implementation were asked to select the scenario which best reflected their agency interests and identify any priority local projects which may or may not have been included in the scenarios.

Most of the public comment received supported the Mode Shift scenario. This position views the long-range plan as a tool for shaping the region's future, with an emphasis on expanding viable alternatives to driving through a more multi-modal funding approach. Based on the public comments received, those supporting this scenario are cautious about continuing significant highway expansions, out of concern that they could limit flexibility and make it harder to achieve long-term goals around travel choice and system performance. Proponents believe that refining the project list to emphasize transit and active transportation can help create the space needed to advance a broader range of options over time.

The local project champions generally favored the Traditional Usage scenario. This position supports a plan that builds on the region's existing transportation system, recognizing that the roadway network underpins most trips, including transit and freight. This approach prioritizes maintaining and improving connectivity and safety in the near term. Proponents see roadway investments as opportunities to incorporate multi-modal elements where feasible, and support ongoing efforts to continue to update project evaluation criteria so that future decisions can better reflect evolving regional goals.

At the April meeting of the Advisory Work Group, the stakeholders worked through development of a new consensus scenario which factored in public input and the perspective of project champions. Staff facilitated a consensus building process to reach a compromise plan. This approach used a real time budget tool to move projects across time-bands and into and out of the plan. The consensus scenario started with the 123 projects which overlapped between both the Mode Shift and Traditional scenarios. While not all these projects were supported by both sides, they represented the common ground between the two camps from the initial scenarios.

CURRENT SPLIT PROJECTS NOT INCLUDED

ID	PROJECT NAME	SPONSOR	AMOUNT
P2F_007	US-33 Road Widening - Winns Church Rd to Ashland Rd	Hanover	$43,051,000
P2F_013	Ashland Rd Widening - Henrico Co. Line to US-33	Hanover	$74,888,000
P2F_014	Ashland Rd Widening - US-33 to Blanton Rd	Hanover	$47,504,000
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Hanover	$54,469,600
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Hanover	$54,648,000
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Henrico	$36,100,000
P2F_034	I-295 Interchange Modification (Exit 43)	Henrico	$10,000,000
P2F_092	Nuckols Rd Widening with Pedestrian Facilities	Henrico	$30,000,000
P2F_116	Gayton Rd Safety - Pump Rd to John Rolfe Pkwy	Henrico	$10,000,000
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Henrico	$8,200,000
P2F_172	Route 288/Route 1 Interchange Improvement	Chesterfield	$30,000,000
P2F_176	Route 288 ITS Investments (Phase 2)	Chesterfield	$12,000,000
P2F_178	I-95 ITS Investments	Chesterfield	$12,000,000
P2F_180	VA-150 & US-1 Interchange Modification	Chesterfield	$56,812,000
P2F_192	I-95 SB Auxiliary Lane	Chesterfield	$37,855,000
P2F_193	I-95 Exit 62 to Exit 64 Road Widening (6 to 8 Lanes)	Chesterfield	$15,453,000
P2F_195	RI-23-11: Hanover County US 301 (Chamberlayne Road)	Hanover	$41,271,125

Figure 1: Projects not included from Traditional (Current) Split Scenario

MODE SHIFT PROJECTS NOT INCLUDED

ID	PROJECT NAME	SPONSOR	AMOUNT
P2F_005	Park and Ride on US 301 Corridor	Hanover	$13,733,044
P2F_013	Ashland Rd Widening - Henrico Co. Line to US-33	Hanover	$74,888,000
P2F_014	Ashland Rd Widening - US-33 to Blanton Rd	Hanover	$47,504,000
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Hanover	$54,469,600
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Hanover	$54,648,000
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Henrico	$36,100,000
P2F_034	I-295 Interchange Modification (Exit 43)	Henrico	$10,000,000
P2F_036	I-295 at US-60 Technology Blvd - New Park and Ride Lot	Henrico	$5,000,000
P2F_046	I-64/US-60 at Laburnum Rd - New Park and Ride Lot	Henrico	$5,000,000
P2F_056	West End South BRT	Multi-Jurisdiction	$300,000,000
P2F_092	Nuckols Rd Widening with Pedestrian Facilities	Henrico	$30,000,000
P2F_116	Gayton Rd Safety - Pump Rd to John Rolfe Pkwy	Henrico	$10,000,000
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Henrico	$8,200,000
P2F_176	Route 288 ITS Investments (Phase 2)	Chesterfield	$12,000,000
P2F_178	I-95 ITS Investments	Chesterfield	$12,000,000
P2F_193	I-95 Exit 62 to Exit 64 Road Widening (6 to 8 Lanes)	Chesterfield	$15,453,000

Figure 2: Projects not included from Mode Shift Scenario

The second step was to remove projects which were captured in the committed project list but also included in the constrained plan. In general, funding and commitments for these projects had been finalized more recently than development of the original Universe of Projects. Examples include the North Gayton Road interchange in Henrico, the Meadowville Technology Parkway at I-295 in Chesterfield, and the Downtown and Northside Transfer Centers that GRTC is developing. These projects were already included in the TIP or SYIP and accounted for earlier in the financial plan.

EXPLICIT REMOVALS (COMMITTED / LOCAL)

ID	PROJECT NAME	REASON
P2F_032	**I-64 & N. Gayton Rd New Interchange**	*Committed / Duplicate*
P2F_048	**Downtown Transfer Center**	*Committed / Duplicate*
P2F_049	**Northside Transfer Center**	*Committed / Duplicate*
P2F_054	**North-South BRT (Stonebridge to Walmart Way) Phase 2b**	*Local Removal*
P2F_107	**Route 60/Route 33/Beulah Rd Roundabout & Gateway**	*Committed / Duplicate*
P2F_162	**VA-150 & Dalebrook Dr Interchange Modification - NB**	*Committed / Duplicate*
P2F_168	**Meadowville Technology Pkwy Widening at I-295**	*Committed / Duplicate*
P2F_169	**Rt 60/Woolridge Innovative Intersection**	*Local Removal*
P2F_175	**Route 76 ITS Investments**	*Local Removal*
P2F_177	**Route 150 ITS Investments**	*Local Removal*

Figure 3: Projects Removed (Duplicate and Local Support)

Finally, local requests for project additions and removals were included in the scenario as a starting point. As the purpose of the constrained project list is to guide which projects are constructed in the region, this step focused on the local champions who make up the RRTPO membership. Projects that are not locally supported are not likely to be developed, regardless of inclusion within the plan. Similarly, local priorities that are not reflected in the plan often require subsequent amendments. This step put all the local priorities into the mix for consideration in the consensus building. At the end of this step, the constrained plan budget was exceeded by approximately $500 million.

The final step was a negotiated process where the Advisory Work Group worked through the projects to reach a constrained plan. Through extensive discussions, the work group settled on an approach that removed proposed highway widening projects which were not ready or likely to advance or major local priorities while adding a few active transportation and transit projects. Proposed time-bands were also revisited to better reflect project readiness and priority and address cost escalations. This approach was facilitated by the real time budget tool. Eventually, the group reached a consensus and achieved a balanced plan which was advanced to the policy board for approval (Appendix D).

ADDED PROJECTS

ID	PROJECT NAME	SPONSOR	AMOUNT
P2F_011	Pole Green Rd Widening - Rural Point Rd to Walnut Grove Rd	Hanover	$54,665,551
P2F_037	I-64 & Gaskins Rd Interchange Modification	Henrico	$238,476,823
P2F_039	I-64 & US-250 Interchange Improvements	Henrico	$259,869,597
P2F_047	Southside Transfer Center	Richmond	$17,535,061
P2F_064	Bryan Park Interchange Improvements	Richmond	$140,280,484
P2F_075	Chippenham Pkwy at US-60/Midlothian Tpk Interchange	Multi-Jurisdiction	$87,675,303
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Richmond	$143,787,496
P2F_113	Shared Use Path: New Market Heights Trail	Henrico	$56,112,194
P2F_115	Williamsburg Rd Safety - Randall Ave to Charles City Rd	Henrico	$52,605,182
P2F_122	Route 1/Brook Rd Safety - Azalea Ave to Hilliard	Henrico	$78,907,772
P2F_131	W Broad St and Parham Rd Intersection Improvements	Henrico	$24,529,586
P2F_132	Parham Rd & Woodman Rd Intersection Improvements	Henrico	$28,406,798
P2F_141	Shared Use Path: School Complex to New Kent Co. Line on Rte 155	Charles City	$53,953,628
P2F_160	US 360 Widening - Otterdale Rd to Magnolia Green Pkwy	Chesterfield	$127,997,174
P2F_171	Powhite Pkwy/Charter Colony Interchange	Chesterfield	$80,634,983
P2F_187	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	Chesterfield	$352,442,018
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped	Chesterfield	$26,335,964
P2F_201	Route 10 Safety and Operation Improvements	Chesterfield	$122,745,424
P2F_202	Willow Lawn Transfer Facility	Henrico	$17,535,061

Figure 4: Projects Added (Local Priority)

VISION LIST (UNCONSTRAINED PROJECTS)

In addition to the projects in the constrained plan, the RRTPO has identified additional regional priorities which cannot be funded within the expected level of revenues. The full list of vision projects is included as Appendix E, with estimates of cost in 2025 (base) and 2044 (long-term) dollars.

Potential Funding Opportunities

Other funding programs exist at the state and federal level which are not readily assigned to the RRTPO for revenue projections. These state and federal-level programs are not included as part of the plan budget but are potential sources of funding for projects which are included in the unconstrained, or vision, list of projects. These potential sources of funding include:

Revenue Sharing Program: Revenue Sharing is a match program where the Commonwealth matches local funding dollar-for-dollar on transportation projects, up to $5M per year. This program can help to reduce the use of CVTA local funds, allowing localities to pursue additional projects that are local priorities.

Central Virginia Transportation Authority Bonds: The CVTA has the authority to issue bonds which has not been exercised to-date. As such, the financial plan assumes pay-as-you-go financing for projects funded with CVTA revenues. Through bond financing, the CVTA could leverage expected revenues to fund additional projects. If adopted, bond revenues could be used to implement additional projects on the vision list.

Commonwealth Rail Fund: This fund is the Commonwealth's primary source of dedicated funding for rail improvements and is administered by DRPT and the Virginia Passenger Rail Authority (VPRA), an independent authority which will own and manage rail infrastructure on behalf of the Commonwealth. This fund will be the primary source of revenue to implement rail improvements included in the vision plan.

Federal Discretionary Grants: The federal government offers several competitive discretionary grant programs, the most prominent of which is the Better Utilizing Investments to Leverage Development (BUILD) Grant. This program provides funding for road, rail, transit, and port projects that help achieve national objectives. The RRTPO supports applications for discretionary grants for all projects in both the constrained plan and vision project lists.

Appendix A: Detailed Transit Financial Assumptions

	FTA 5303	FTA 5303 - State Match	FTA 5303 - Local Match	FTA 5310	FTA 5310 - State Match	FTA 5310 - Local Match
2026	$592,165	$74,021	$74,021	$2,673,775	$534,755	$133,689
2027	$609,930	$76,241	$76,241	$2,753,988	$550,798	$137,699
2028	$628,228	$78,529	$78,529	$2,836,608	$567,322	$141,830
2029	$647,075	$80,884	$80,884	$2,921,706	$584,341	$146,085
2030	$666,487	$83,311	$83,311	$3,009,357	$601,871	$150,468
2031	$686,482	$85,810	$85,810	$3,099,638	$619,928	$154,982
2032	$700,212	$87,527	$87,527	$3,161,631	$632,326	$158,082
2033	$714,216	$89,277	$89,277	$3,224,864	$644,973	$161,243
2034	$728,500	$91,063	$91,063	$3,289,361	$657,872	$164,468
2035	$743,070	$92,884	$92,884	$3,355,148	$671,030	$167,757
2036	$757,931	$94,741	$94,741	$3,422,251	$684,450	$171,113
2037	$773,090	$96,636	$96,636	$3,490,696	$698,139	$174,535
2038	$788,552	$98,569	$98,569	$3,560,510	$712,102	$178,026
2039	$804,323	$100,540	$100,540	$3,631,720	$726,344	$181,586
2040	$820,409	$102,551	$102,551	$3,704,354	$740,871	$185,218
2041	$836,817	$104,602	$104,602	$3,778,441	$755,688	$188,922
2042	$853,553	$106,694	$106,694	$3,854,010	$770,802	$192,701
2043	$870,624	$108,828	$108,828	$3,931,090	$786,218	$196,555
2044	$888,036	$111,005	$111,005	$4,009,712	$801,942	$200,486
2045	$905,797	$113,225	$113,225	$4,089,906	$817,981	$204,495
2046	$923,913	$115,489	$115,489	$4,171,704	$834,341	$208,585
2047	$942,391	$117,799	$117,799	$4,255,138	$851,028	$212,757
2048	$961,239	$120,155	$120,155	$4,340,241	$868,048	$217,012
2049	$980,464	$122,558	$122,558	$4,427,046	$885,409	$221,352
2050	$1,000,073	$125,009	$125,009	$4,515,587	$903,117	$225,779

	FTA 5307	FTA 5339	Operating Support - State	Capital Support - State	TRIP - State
2026	$31,135,820	$1,397,182	$19,149,752	$18,177,159	$12,738,214
2027	$32,069,894	$1,439,097	$19,172,578	$16,289,316	$10,195,044
2028	$33,031,991	$1,482,270	$19,747,755	$16,777,995	$10,500,895
2029	$34,022,951	$1,526,738	$20,340,188	$17,281,335	$10,815,922
2030	$35,043,640	$1,572,541	$20,950,394	$17,799,775	$11,140,400
2031	$36,094,949	$1,619,717	$21,578,905	$18,333,768	$11,474,612
2032	$36,816,848	$1,652,111	$22,226,273	$18,883,782	$11,818,850
2033	$37,553,185	$1,685,153	$22,893,061	$19,450,295	$12,173,415
2034	$38,304,249	$1,718,856	$23,579,853	$20,033,804	$12,538,618
2035	$39,070,334	$1,753,233	$24,287,248	$20,634,818	$12,914,777
2036	$39,851,741	$1,788,298	$25,015,866	$21,253,862	$13,302,220
2037	$40,648,776	$1,824,064	$25,766,341	$21,891,478	$13,701,286
2038	$41,461,752	$1,860,545	$26,539,332	$22,548,223	$14,112,325
2039	$42,290,987	$1,897,756	$27,335,512	$23,224,669	$14,535,695
2040	$43,136,807	$1,935,711	$28,155,577	$23,921,409	$14,971,766
2041	$43,999,543	$1,974,425	$29,000,244	$24,639,052	$15,420,919
2042	$44,879,534	$2,013,914	$29,870,252	$25,378,223	$15,883,546
2043	$45,777,125	$2,054,192	$30,766,359	$26,139,570	$16,360,052
2044	$46,692,668	$2,095,276	$31,689,350	$26,923,757	$16,850,854
2045	$47,626,521	$2,137,182	$32,640,030	$27,731,470	$17,356,380
2046	$48,579,051	$2,179,926	$33,619,231	$28,563,414	$17,877,071
2047	$49,550,632	$2,223,525	$34,627,808	$29,420,316	$18,413,383
2048	$50,541,645	$2,267,996	$35,666,643	$30,302,926	$18,965,785
2049	$51,552,478	$2,313,356	$36,736,642	$31,212,014	$19,534,758
2050	$52,583,528	$2,359,623	$37,838,741	$32,148,374	$20,120,801

Key Assumptions:

1. State revenues (Operating, Capital, TRIP) for FY27 to FY31 are based on state revenue projections in the SYIP. For FY32 to FY50, revenues were escalated at 3.0% annually.
2. State Operating Assistance will continue at 15% of statewide total based on three-year average of FY21 – FY23 awards. Projections provided by DRPT.
3. State Capital Grants will continue at 17% of statewide total based on three-year average of FY21 – FY23 awards. Projections provided by DRPT.
4. State TRIP funding has been included as most of the TRIP allocations have been for capital expenses. TRIP awards are assumed to continue at 25% of the statewide total based on three-year average of FY21 – FY23 awards
5. DRPT provided an estimate of federal revenues for fiscal years 2026 – 2031 based on FTA apportionments and an annual escalation of 3%. Revenues reflect the GRTC share of the Richmond UZA funding (91.83% for 5307 and 92% for 5339).
6. RRTPO staff developed estimates for 2031 – 2045 using a slower 2.0% annual escalator, consistent with federal highway revenues included in this plan.
7. Detailed GRTC revenue and need assumptions documented in Appendix B
8. Year 1 includes unallocated revenues from previous fiscal year for the following GRTC controlled funding sources: 5339 ($2,672,630), 5307 ($43,208,273)

Appendix B: Detailed GRTC Financial Assumptions

Operating Contributions

	Richmond City	Henrico County	Chesterfield County	Advertising	Petersburg City	Other Sources	VCU	Interest Earning
2026	$9,349,018	$4,489,539	$269,274	$600,000	$200,000	$1,117,342	$100,000	$4,100,000
2027	$9,582,743	$4,601,777	$276,006	$968,000	$206,000	$1,150,862	$-	$750,000
2028	$9,798,355	$4,705,317	$282,216	$997,040	$212,180	$1,185,388	$-	$772,500
2029	$10,018,818	$4,811,187	$288,566	$1,026,951	$218,545	$1,220,950	$-	$795,675
2030	$10,244,242	$4,919,439	$295,059	$1,057,760	$225,102	$1,257,578	$-	$819,545
2031	$10,474,737	$5,030,126	$301,697	$1,089,493	$231,855	$1,295,306	$-	$844,132
2032	$10,684,232	$5,130,729	$307,731	$1,111,282	$236,492	$1,321,212	$-	$861,015
2033	$10,897,917	$5,233,344	$313,886	$1,133,508	$241,222	$1,347,636	$-	$878,235
2034	$11,115,875	$5,338,011	$320,164	$1,156,178	$246,046	$1,374,589	$-	$895,800
2035	$11,338,193	$5,444,771	$326,567	$1,179,302	$250,967	$1,402,081	$-	$913,716
2036	$11,564,957	$5,553,666	$333,098	$1,202,888	$255,986	$1,430,123	$-	$931,990
2037	$11,796,256	$5,664,739	$339,760	$1,226,946	$261,106	$1,458,725	$-	$950,630
2038	$12,032,181	$5,778,034	$346,555	$1,251,485	$266,328	$1,487,900	$-	$969,643
2039	$12,272,825	$5,893,595	$353,486	$1,276,515	$271,655	$1,517,658	$-	$989,036
2040	$12,518,282	$6,011,467	$360,556	$1,302,045	$277,088	$1,548,011	$-	$1,008,817
2041	$12,768,648	$6,131,696	$367,767	$1,328,086	$282,630	$1,578,971	$-	$1,028,993
2042	$13,024,021	$6,254,330	$375,122	$1,354,648	$288,283	$1,610,550	$-	$1,049,573
2043	$13,284,501	$6,379,417	$382,624	$1,381,741	$294,049	$1,642,761	$-	$1,070,564
2044	$13,550,191	$6,507,005	$390,276	$1,409,376	$299,930	$1,675,616	$-	$1,091,975
2045	$13,821,195	$6,637,145	$398,082	$1,437,564	$305,929	$1,709,128	$-	$1,113,815
2046	$14,097,619	$6,769,888	$406,044	$1,466,315	$312,048	$1,743,311	$-	$1,136,091
2047	$14,379,571	$6,905,286	$414,165	$1,495,641	$318,289	$1,778,177	$-	$1,158,813
2048	$14,667,162	$7,043,392	$422,448	$1,525,554	$324,655	$1,813,741	$-	$1,181,989
2049	$14,960,505	$7,184,260	$430,897	$1,556,065	$331,148	$1,850,016	$-	$1,205,629
2050	$15,259,715	$7,327,945	$439,515	$1,587,186	$337,771	$1,887,016	$-	$1,229,742

Annual Operating & Local Capital Program Projection

	Total GRTC	Operating	Remaining	Local Capital Needs	Annual Balance	Net Balance
2026	$196,236,674	$94,642,582	$101,594,092	$44,704,000	$56,890,092	$56,890,092
2027	$133,256,317	$98,049,715	$35,206,602	$41,084,686	$(5,878,084)	$51,012,008
2028	$137,286,402	$101,579,505	$35,706,897	$29,585,168	$6,121,729	$57,133,737
2029	$141,397,827	$105,236,367	$36,161,460	$49,239,584	$(13,078,125)	$44,055,613
2030	$145,592,974	$109,024,876	$36,568,098	$26,145,750	$10,422,348	$54,477,961
2031	$149,874,297	$112,949,772	$36,924,525	$20,000,000	$16,924,525	$71,402,485
2032	$153,800,557	$117,015,964	$36,784,593	$20,640,000	$16,144,593	$87,547,078
2033	$157,765,857	$121,228,539	$36,537,318	$21,300,480	$15,236,838	$102,783,916
2034	$161,847,043	$125,592,766	$36,254,277	$21,982,095	$14,272,181	$117,056,097
2035	$166,046,007	$130,114,106	$35,931,901	$22,685,522	$13,246,379	$130,302,475
2036	$170,379,695	$134,798,214	$35,581,481	$23,411,459	$12,170,021	$142,472,497
2037	$174,835,107	$139,650,950	$35,184,157	$24,160,626	$11,023,532	$153,496,028
2038	$179,414,303	$144,678,384	$34,735,919	$24,933,766	$9,802,153	$163,298,181
2039	$184,134,389	$149,886,806	$34,247,583	$25,731,646	$8,515,936	$171,814,118
2040	$188,997,536	$155,282,731	$33,714,805	$26,555,059	$7,159,746	$178,973,864
2041	$194,005,974	$160,872,909	$33,133,065	$27,404,821	$5,728,244	$184,702,108
2042	$199,161,996	$166,664,334	$32,497,662	$28,281,775	$4,215,886	$188,917,994
2043	$204,467,955	$172,664,250	$31,803,705	$29,186,792	$2,616,913	$191,534,908
2044	$209,926,274	$178,880,163	$31,046,111	$30,120,769	$925,342	$192,460,249
2045	$215,554,441	$185,319,849	$30,234,592	$31,084,634	$(850,041)	$191,610,208
2046	$221,340,009	$191,991,364	$29,348,645	$32,079,342	$(2,730,697)	$188,879,511
2047	$227,300,606	$198,903,053	$28,397,553	$33,105,881	$(4,708,328)	$184,171,183
2048	$233,438,936	$206,063,563	$27,375,373	$34,165,269	$(6,789,897)	$177,381,286
2049	$239,757,768	$213,481,851	$26,275,917	$35,258,558	$(8,982,641)	$168,398,645
2050	$246,274,957	$221,167,198	$25,107,759	$36,386,832	$(11,279,073)	$157,119,572

Key Assumptions:

1. Assumptions for base FY26 operating budget from GRTC Board Retreat presentation
2. Growth of total operating budget assumed at 3.6% annually consistent with GRTC's Transit Strategic Plan
3. Year 1 includes unallocated previous fiscal year revenues 5339 ($2,672,630), 5307 ($43,208,273), CVTA ($58,095,874), and local reserve ($22,066,161) revenue from Board Retreat Presentation
4. Expected local Capital Costs take from board retreat (FY27-FY31) and extended based on TSP using a 3.2% annual escalation to 2050.
5. Projections of local contributions to transit operations (separate from capital match in DRPT) derived from Derived from 2023 - 2026 GRTC budgets and 5-year forecast. Assumes 2% growth in local contributions per CPI-U requirement; same inflation applied to all other contributions.
6. Interest earnings set at median of 2023 – 2026, inflated annually at 2%.
7. Assumes continuation of zero fare revenue per current GRTC policy and $0 fare revenue collected.
8. The Annual Operating & Capital Program calculations assume any net balance from previous fiscal years will be used to address deficits in future years. Across the life of the plan, this analysis shows a modest surplus of $157M for system expansion or additional local improvements.

Appendix C: Detailed Highway Financial Assumptions

	Administrative	Carbon Reduction Program	CMAQ	CMAQ Match	Construction District Grant Program	High Priority Projects
2026	$15,987,922	$2,172,832	$6,440,773	$1,610,193	$44,450,936	$40,003,644
2027	$15,802,036	$2,299,587	$6,714,989	$1,678,747	$48,381,917	$21,149,376
2028	$16,142,205	$2,345,579	$6,849,289	$1,712,322	$51,956,882	$41,459,074
2029	$16,499,516	$2,392,491	$6,986,275	$1,746,569	$54,025,126	$52,246,287
2030	$16,865,598	$2,440,341	$7,126,001	$1,781,500	$61,974,684	$131,465,168
2031	$17,240,215	$2,489,148	$7,268,521	$1,817,130	$51,786,183	$107,278,601
2032	$17,623,877	$2,538,931	$7,413,891	$1,853,473	$64,606,047	$46,239,723
2033	$18,016,722	$2,589,710	$7,562,169	$1,890,542	$68,050,406	$49,297,151
2034	$18,418,972	$2,641,504	$7,713,412	$1,928,353	$70,665,038	$51,511,955
2035	$18,830,851	$2,694,334	$7,867,680	$1,966,920	$73,125,382	$53,572,470
2036	$19,252,593	$2,748,221	$8,025,034	$2,006,259	$75,726,173	$55,760,534
2037	$19,684,434	$2,803,185	$8,185,535	$2,046,384	$78,443,170	$58,051,907
2038	$20,126,617	$2,859,249	$8,349,246	$2,087,312	$81,147,347	$60,330,460
2039	$20,579,390	$2,916,434	$8,516,231	$2,129,058	$83,985,501	$62,730,092
2040	$21,043,009	$2,974,763	$8,686,556	$2,171,639	$87,110,216	$65,403,388
2041	$21,517,735	$3,034,258	$8,860,287	$2,215,072	$90,481,866	$68,323,618
2042	$22,003,835	$3,094,943	$9,037,493	$2,259,373	$94,631,716	$72,009,151
2043	$22,501,582	$3,156,842	$9,218,243	$2,304,561	$98,121,812	$75,022,033
2044	$23,011,257	$3,219,979	$9,402,608	$2,350,652	$101,749,295	$78,159,403
2045	$23,533,147	$3,284,379	$9,590,660	$2,397,665	$105,556,729	$81,476,724
2046	$24,067,546	$3,350,067	$9,782,473	$2,445,618	$109,575,686	$84,992,671
2047	$24,614,755	$3,417,068	$9,978,122	$2,494,531	$113,822,829	$88,723,906
2048	$25,175,082	$3,485,409	$10,177,684	$2,544,421	$118,306,849	$92,679,121
2049	$25,748,844	$3,555,117	$10,381,238	$2,595,310	$123,052,291	$96,882,859
2050	$26,336,364	$3,626,219	$10,588,863	$2,647,216	$128,079,698	$101,355,665

	Interstate Corridor Funds	Maintenance - Localities	Maintenance - VDOT	Other Federal Funding	Right of Way Fees
2026	$4,583,356	$119,838,777	$238,610,574	$18,317,513	$590,272
2027	$5,024,098	$114,071,114	$227,333,518	$9,412,601	$590,272
2028	$7,847,998	$116,698,145	$232,489,630	$17,237,648	$590,272
2029	$5,000,000	$119,356,238	$237,666,412	$1,521,556	$590,272
2030	$0	$122,075,466	$242,966,705	$0	$590,272
2031	$0	$124,857,237	$248,351,509	$0	$590,272
2032	$3,329,906	$121,476,421	$238,279,734	$7,083,029	$590,272
2033	$3,599,600	$124,270,379	$243,639,569	$7,216,231	$590,272
2034	$3,739,281	$127,128,597	$249,123,228	$7,352,074	$590,272
2035	$3,733,145	$130,052,555	$254,733,573	$7,490,610	$590,272
2036	$3,871,145	$133,043,763	$260,473,531	$7,631,893	$590,272
2037	$4,015,642	$136,103,770	$266,346,098	$7,775,978	$590,272
2038	$3,968,787	$139,234,157	$272,354,338	$7,922,920	$590,272
2039	$4,310,735	$142,436,543	$278,501,387	$8,072,776	$590,272
2040	$4,479,311	$145,712,584	$284,790,453	$8,225,603	$590,272
2041	$4,663,492	$149,063,973	$291,224,819	$8,381,461	$590,272
2042	$4,895,972	$152,492,445	$297,807,843	$8,540,410	$590,272
2043	$5,086,013	$155,999,771	$304,542,960	$8,702,512	$590,272
2044	$5,283,893	$159,587,765	$311,433,685	$8,867,829	$590,272
2045	$5,493,113	$163,258,283	$318,483,616	$9,036,424	$590,272
2046	$5,714,851	$167,013,224	$325,696,432	$9,208,363	$590,272
2047	$5,950,205	$170,854,528	$333,075,898	$9,383,713	$590,272
2048	$6,199,659	$174,784,182	$340,625,865	$9,562,541	$590,272
2049	$6,464,806	$178,804,218	$348,350,274	$9,744,916	$590,272
2050	$6,746,899	$182,916,715	$356,253,157	$9,930,909	$590,272

	Regional STBG	Regional STBG Match	Special Structures	State of Good Repair	TAP	VA Safety Funds
2026	$18,546,911	$4,636,728	$8,178,980	$44,969,030	$2,206,442	$5,025,274
2027	$19,287,739	$4,821,935	$23,538,350	$32,058,991	$2,357,199	$9,464,746
2028	$19,673,494	$4,918,374	$33,965,925	$40,848,475	$2,403,185	$8,799,698
2029	$20,066,964	$5,016,741	$10,000,000	$28,590,032	$2,450,068	$6,782,836
2030	$20,468,303	$5,117,076	$0	$40,500,000	$2,497,866	$183,990
2031	$20,877,669	$5,219,417	$0	$35,855,531	$2,546,596	$0
2032	$21,295,222	$5,323,806	$0	$69,359,584	$2,596,277	$23,119,862
2033	$21,721,126	$5,430,282	$755,250	$73,945,726	$2,646,927	$24,648,576
2034	$22,155,549	$5,538,887	$0	$77,267,932	$2,698,565	$25,755,977
2035	$22,598,660	$5,649,665	$7,931,035	$80,358,705	$2,751,210	$26,786,235
2036	$23,050,633	$5,762,658	$3,480,000	$83,640,801	$2,804,882	$27,880,267
2037	$23,511,646	$5,877,912	$4,475,000	$87,077,861	$2,859,602	$29,025,954
2038	$23,981,879	$5,995,470	$2,760,000	$90,495,691	$2,915,389	$30,165,230
2039	$24,461,517	$6,115,379	$9,450,000	$94,095,138	$2,972,264	$31,365,046
2040	$24,950,747	$6,237,687	$8,512,720	$98,105,082	$3,030,249	$32,701,694
2041	$25,449,762	$6,362,441	$6,867,381	$102,485,428	$3,089,365	$34,161,809
2042	$25,958,757	$6,489,689	$3,460,112	$108,013,726	$3,149,634	$36,004,575
2043	$26,477,932	$6,619,483	$3,429,190	$112,533,050	$3,211,079	$37,511,016
2044	$27,007,491	$6,751,873	$3,148,775	$117,239,105	$3,273,723	$39,079,702
2045	$27,547,641	$6,886,910	$19,991,656	$122,215,086	$3,337,589	$40,738,362
2046	$28,098,594	$7,024,649	$3,472,000	$127,489,006	$3,402,701	$42,496,335
2047	$28,660,566	$7,165,142	$8,490,434	$133,085,859	$3,469,083	$44,361,953
2048	$29,233,777	$7,308,444	$3,744,000	$139,018,681	$3,536,760	$46,339,560
2049	$29,818,453	$7,454,613	$2,371,805	$145,324,289	$3,605,757	$48,441,430
2050	$30,414,822	$7,603,706	$1,464,000	$152,033,497	$3,676,101	$50,677,832

	Base CVTA	Base GRTC	Base less GRTC	Chesterfield Share	RRTPO part	Tri-Cities Part	Net CVTA Funds
2026	$235,450,000	$35,317,500	$200,132,500	$57,638,160	$51,874,344	$5,763,816	$287,782,058*
2027	$243,700,000	$36,555,000	$207,145,000	$59,657,760	$53,691,984	$5,965,776	$237,734,224
2028	$251,950,000	$37,792,500	$214,157,500	$61,677,360	$55,509,624	$6,167,736	$245,782,264
2029	$260,200,000	$39,030,000	$221,170,000	$63,696,960	$57,327,264	$6,369,696	$253,830,304
2030	$268,450,000	$40,267,500	$228,182,500	$65,716,560	$59,144,904	$6,571,656	$261,878,344
2031	$276,700,000	$41,505,000	$235,195,000	$67,736,160	$60,962,544	$6,773,616	$269,926,384
2032	$285,000,000	$42,750,000	$242,250,000	$69,768,000	$62,791,200	$6,976,800	$278,023,200
2033	$293,100,000	$43,965,000	$249,135,000	$71,750,880	$64,575,792	$7,175,088	$285,924,912
2034	$301,500,000	$45,225,000	$256,275,000	$73,807,200	$66,426,480	$7,380,720	$294,119,280
2035	$310,200,000	$46,530,000	$263,670,000	$75,936,960	$68,343,264	$7,593,696	$302,606,304
2036	$319,300,000	$47,895,000	$271,405,000	$78,164,640	$70,348,176	$7,816,464	$311,483,536
2037	$328,700,000	$49,305,000	$279,395,000	$80,465,760	$72,419,184	$8,046,576	$320,653,424
2038	$338,400,000	$50,760,000	$287,640,000	$82,840,320	$74,556,288	$8,284,032	$330,115,968
2039	$348,500,000	$52,275,000	$296,225,000	$85,312,800	$76,781,520	$8,531,280	$339,968,720
2040	$359,000,000	$53,850,000	$305,150,000	$87,883,200	$79,094,880	$8,788,320	$350,211,680
2041	$369,900,000	$55,485,000	$314,415,000	$90,551,520	$81,496,368	$9,055,152	$360,844,848
2042	$381,200,000	$57,180,000	$324,020,000	$93,317,760	$83,985,984	$9,331,776	$371,868,224
2043	$392,900,000	$58,935,000	$333,965,000	$96,181,920	$86,563,728	$9,618,192	$383,281,808
2044	$405,000,000	$60,750,000	$344,250,000	$99,144,000	$89,229,600	$9,914,400	$395,085,600
2045	$417,600,000	$62,640,000	$354,960,000	$102,228,480	$92,005,632	$10,222,848	$407,377,152
2046	$430,600,000	$64,590,000	$366,010,000	$105,410,880	$94,869,792	$10,541,088	$420,058,912
2047	$444,100,000	$66,615,000	$377,485,000	$108,715,680	$97,844,112	$10,871,568	$433,228,432
2048	$458,100,000	$68,715,000	$389,385,000	$112,142,880	$100,928,592	$11,214,288	$446,885,712
2049	$472,600,000	$70,890,000	$401,710,000	$115,692,480	$104,123,232	$11,569,248	$461,030,752
2050	$487,700,000	$73,155,000	$414,545,000	$119,388,960	$107,450,064	$11,938,896	$475,761,104

* 2026 includes previous unallocated GRTC revenue

Key Assumptions:

1. Revenue projections based on statewide projections for the 2055 state constrained long-range plan
2. General State Revenue Assumptions:
    a. The average total state revenue growth for FY 2026-2031 is 2.8%.
    b. With the exception of Fuels Tax, all state revenue is adjusted year over year by the growth rate for each revenue sources between FY 2030 and FY 2032 in the December 2024 state revenue estimates provided by the Department of Taxation.
    c. Fuel Tax estimate updates were completed with anticipated changes in fuel tax rates as well as estimated changes in consumption. This long-term estimate includes the new adjustment to the tax rate annually, increasing it by the anticipated Consumer Price Index. VDOT staff used data from the Department of Taxation.
3. General Federal Revenue Assumptions:
    a. The federal revenue estimates are based on Infrastructure Investment and Jobs Act (IIJA) and planned Apportionment and Formula Obligation Authority (OA) provided to Virginia through federal fiscal year 2025.
    b. Beyond FY 2020, a growth rate of 2.0 % is assumed for each year for federal programs.
4. Administrative Programs fund includes the following VDOT programs: 699 – Administrative and Support Services, 514 – Environmental Monitoring and Evaluation, 60315 – Construction Management, 602 – Ground Transportation Planning and Research
5. Maintenance funding projected for the construction district based on two-year average (2025 – 2026). Funds distributed to RRTPO based on share of Richmond district population.
6. Construction revenue distribution through 2031 based on FY26 – FY31 Six-Year Improvement Program.
7. State of Good Repair funds are distributed to construction districts based on need and codified constraints on the distribution among the districts. Beyond 2031, the distribution to RRTPO is based on population share within the Richmond district.
8. District Grant Program funds are distributed to construction districts based on codified formula. Beyond 2031, the distribution to RRTPO is based on population share within the Richmond district.
9. High-Priority Projects Program funds are distributed as selected by the Commonwealth Transportation Board. Beyond 2031, HPPP revenues are assumed to be distributed to construction districts based on the same distribution as the district grant program. The distribution to RRTPO is based on population share within the Richmond district.

10. Interstate Operations and Enhancement Program funding is available to projects as selected by the Commonwealth Transportation Board. Beyond 2031, the distribution to the MPOs is based on their share of Interstate funds from FY 2026-2031.
11. Virginia Highway Safety Improvement Program funding is available to projects as selected by the Commonwealth Transportation Board. Beyond 2031, the distribution to the MPOs within the district is determined based on the population share within the district.
12. CVTA Revenue projections were provided by VDOT and coordinated for consistency with CVTA planning assumptions. RRTPO and Tri-Cities coordinated to split 10% of Chesterfield attributable revenues (local, regional) for use in the Tri-Cities plan consistent with the splits used for STBG/CMAQ and FTA revenues. Chesterfield's share was assumed to be 28.8% of funds based on current split in revenue contributions.
13. GRTC's unallocated CVTA funds ($58,095,874) from previous fiscal years were included in year 1 assumptions for GRTC based on the operating budget detail provided in GRTC Board Retreat presentation.

Appendix D: Constrained List of Projects by Time

Time-band 1 Committed Projects (2026 – 2031)

UPC	Project Name	Category	Cost	FY26 - FY31 Funding	Balance to Complete
112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	Highway	$17,598,000	$2,309,000	$(86,000)
T28384	#SMART26 I-95/RT 54 - INTERCHANGE IMPROVEMENTS	Highway	$45,756,000	$44,581,000	$1,175,000
97688	RTE 155 - SHARED-USE PATH	Active Transportation	$2,209,000	$-	$-
118067	#FLT RT. 1 (GETTINGS - DWIGHT) SW/BIKE PROJECT	Active Transportation	$852,000	$-	$-
121613	#FLT (SHOP - CHESTER LINEAR PARK)	Active Transportation	$1,228,000	$-	$(112,000)
113843	ROUTE 1 (MERRIEWOOD RD TO ELLIHAM AVE) SIDEWALK	Active Transportation	$2,677,000	$-	$-
115415	#SMART20 - RT 1 (FALLING CK. WAYSIDE - FL) BIKE/PED #FLT	Active Transportation	$7,151,000	$2,276,000	$174,000
119600	#SMART22 A-TO-P TRAIL RT 1 (FALLING CRK AVE-FOOD LION) #FLT	Active Transportation	$11,713,000	$-	$(834,000)
111713	#SMART18 - BBC PH 1 - BAILEY BR CONN., BRAD MCNEER CONN.	Highway	$36,465,000	$12,576,000	$-
112974	RTE 668 (WOOLRIDGE ROAD, RT 288-OLD HUNDRED ROAD) EXTENSION	Highway	$54,253,000	$-	$-
125529	CENTER POINTE PARKWAY EXTENSION	Highway	$14,104,000	$1,707,000	$-
111714	#SMART18 - COGBILL/HOPKINS/CHIPPENHAM - PARK AND RIDE LOT	Travel Demand Management	$3,213,000	$-	$(27,000)

111466	#SMART18 - I-95 AUX LANES (NB & SB) B/W RTE. 288 & RTE. 10	Highway	$28,287,000	$5,180,000	$(694,000)
101020	#HB2.FY17 RTE 10 (BERMUDA TRIANGLE RD TO MEADOWVILLE RD)	Highway	$66,062,000	$-	$-
104889	RT 10 (WHITEPINE TO FRITH) WIDENING	Highway	$15,125,000	$-	$(46,000)
111467	#SMART18 - SB RT 288 TO WB US 360 WB OFF-RAMP	Highway	$25,120,000	$-	$-
104890	RTE 360 E (LONAS PKWY TO CASTLE ROCK RD) - WIDENING	Highway	$6,428,000	$-	$(427,000)
121394	ROUTE 360/COURTHOUSE ROAD INTERSECTION IMPROVEMENT	Highway	$7,170,000	$5,535,000	$-
109322	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT RTE 10	Highway	$9,014,000	$-	$(2,412,000)
127888	#SMART26 I-95/ROUTE 10 INTERCHANGE IMPROVEMENT, PHASE II	Highway	$49,199,000	$30,536,000	$18,664,000
111712	#SMART18 - ROUTE 1 (MARINA DR. TO MERRIEWOOD RD.) SW #FLT	Active Transportation	$5,343,000	$-	$-
124328	#SMART24 - RTE 360 AT BRAD MCNEER - IMPROVEMENTS	Highway	$20,572,000	$19,349,000	$(401,000)
118146	#FLT ROUTE 1 (HOLIDAY LANE - WILLIS ROAD) SHARED-USE PATH	Active Transportation	$6,341,000	$4,038,000	$1,971,000
111984	#SMART18 - I-95 AUXLANES B/W RTE.288/RTE.10-GARVEE DEBT SERV	Highway	$19,347,000	$8,501,000	$8,501,000
110393	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE	Highway	$30,044,000	$11,775,000	$8,778,000
120441	#I64CIP: I-64 E/W HICKORY HAVEN-NEW/RELOCATE P&R LOT	Travel Demand Management	$12,852,000	$10,284,000	$-

113323	RTE 632 (FAIRGROUND ROAD) EXTENSION	Highway	$8,011,000	$-	$(205,000)
127885	#SMART26 RTE 288 - NEW SB AUXILIARY LANE SOUTH OF U.S. 250	Highway	$21,938,000	$14,437,000	$7,500,000
123919	#SMART24 - I-64 AT ASHLAND RD (RTE 623) INTERCHANGE	Highway	$78,888,000	$61,397,000	$-
123290	I-64 AT OILVILLE ROAD (RTE 617) INTERCHANGE	Highway	$6,308,000	$2,292,000	$(993,000)
109260	POLE GREEN RD WIDENING	Highway	$41,289,000	$12,704,000	$(654,000)
115195	ATLEE STATION RD WIDENING (PHASE 2)	Highway	$37,076,000	$17,118,000	$(693,000)
121401	ATLEE STATION ROAD WIDENING - PHASE 3	Highway	$40,024,000	$11,758,000	$-
104957	#HB2.FY17 RTE 656 - SLIDING HILL ROAD CORRIDOR	Highway	$10,444,000	$-	$(733,000)
13551	#SMART18 - RTE 360 WIDENING	Highway	$35,485,000	$-	$-
125358	NUCKOLS TRAIL, PHASE II	Active Transportation	$4,910,000	$1,083,000	$-
110968	FOUR MILE CREEK VCT IMPROVEMENTS	Active Transportation	$1,235,000	$-	$-
113476	WOODMAN ROAD EXTENDED - MULTI-USE TRAIL	Active Transportation	$283,000	$-	$(62,000)
118065	LAKESIDE COMMUNITY TRAIL PHASE 1 #FLT	Active Transportation	$2,445,000	$-	$(1,000)
118091	LAKESIDE COMMUNITY TRAIL PHASE 2 #FLT	Active Transportation	$4,466,000	$-	$337,000
127923	#SMART26 MECHANICSVILLE TPKE(RTE 360) SUP - LABURNUM TO CITY	Active Transportation	$27,607,000	$25,107,000	$2,500,000
118153	BROOK ROAD & HILLIARD ROAD TRAIL #FLT	Active Transportation	$7,144,000	$-	$161,000
117048	LAKESIDE AVENUE BIKE & PEDESTRIAN IMPROVEMENTS #FLT	Active Transportation	$3,000,000	$-	$-

121403	WOODMAN ROAD IMPROVEMENTS PHASE 1	Highway	$43,473,000	$14,526,000	$9,082,000
107458	#HB2.FY17 RTE 64 - MAJOR WIDENING	Highway	$46,963,000	$-	$-
120374	#I64CIP - I-64WB EXIT 181 IMPROVE INTERCHANGE CONFIGURATION	Highway	$14,112,000	$9,728,000	$-
111716	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT	Highway	$41,663,000	$400,000	$4,267,000
50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	Highway	$53,700,000	$3,031,000	$14,602,000
123584	#SMART24 - STAPLES MILL ROAD IMPROVEMENTS	Highway	$32,134,000	$25,094,000	$(2,000)
123583	#SMART24 - W BROAD ST SHORT PUMP OPERATIONAL IMPROVEMENTS	Highway	$26,000,000	$19,770,000	$-
107535	DOREY PARK - SHARED-USE PATH - TAP	Active Transportation	$365,000	$-	$(170,000)
110394	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE	Highway	$60,746,000	$22,842,000	$6,430,000
50528	THREE CHOPT ROAD - WIDENING - PE ONLY	Highway	$2,933,000	$-	$-
122147	#ITTF23 - 288 NB HARD SHOULDER RUNNING (HSR)	Highway	$29,626,000	$13,625,000	$-
120444	#I64CIP - I-64 - BOTTOM'S BRIDGE-EXPAND P&R	Travel Demand Management	$2,991,000	$48,000	$-
127838	#SMART26 I64 EXIT 211 INTERCHANGE IMPROVEMENT PROJECT	Highway	$94,000,000	$94,000,000	$-
127887	#SMART26 U.S. RTE. 60 AT STATE RTE. 13/603 RCUT	Highway	$10,190,000	$3,633,000	$6,557,000
119598	#SMART22 -A TO P TRAIL US 1 WALMSLEY TO BELLEMEADE #FLT	Active Transportation	$40,239,000	$5,876,000	$24,067,000

113490	GILLIES CREEK GREENWAY PH II	Active Transportation	$865,000	$-	$-
113492	CANAL WALK (CAP TRAIL CONN) PH II	Active Transportation	$817,000	$-	$-
115408	#SMART20 - BLVD SHARED USE PATH TO SCIENCE MUS BRT STATION	Active Transportation	$3,633,000	$1,900,000	$-
125641	GILLIES CREEK GREENWAY PHASE IV	Active Transportation	$1,490,000	$768,000	$-
126511	STO #FLT - KANAWHA PLAZA MULTI USE TRAIL	Active Transportation	$4,500,000	$-	$-
124713	#SMART24 - GILLIES CREEK GREENWAY	Active Transportation	$5,341,000	$5,341,000	$-
104281	DEEPWATER TERMINAL RD - EXTEND EXISTING ROADWAY	Highway	$9,887,000	$1,884,000	$225,000
15959	#SMART18 - I US360 HULL STREET SAFETY / OPS IMPROVE PHASE I	Highway	$43,500,000	$4,364,000	$-
107797	#HB2.FY17 RTE 95 - EXTEND NB ACCEL LANE AT BELVIDERE ST	Highway	$3,184,000	$-	$-
109321	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT MAURY ST	Highway	$8,070,000	$-	$-
122812	BRYAN PARK INTERCHANGE LANE IMPROVEMENTS	Highway	$628,000	$-	$-
127924	#SMART26 B BELT BOULEVARD (SR161) TRANSIT STREETSCAPE	Highway	$33,374,000	$31,374,000	$2,000,000
109310	#HB2.FY17 SHOCKOE VALLEY ST IMPROVEMENT	Highway	$50,686,000	$26,598,000	$1,777,000
124716	#SMART24 - FALL LINE TRAIL WITH TRANSIT IMPROVEMENTS	Active Transportation	$28,213,000	$26,713,000	$1,500,000
118941	#SMART22 - BROAD STREET STREETSCAPE W/ PULSE BRT EXPANSION	Transit	$26,803,000	$26,803,000	$-

124712	#SMART24 - BROAD ST STREETSCAPE W/ PULSE BRT EXP PHASE III	Transit	$23,853,000	$15,053,000	$8,800,000
108069	BUS RAPID TRANSIT SYSTEM (BRT)	Transit	$54,080,000	$-	$3,000
119599	#SMART22 - ASHLAND PBURG TRAIL CHICKA RIVER CROSSING #FLT	Active Transportation	$4,990,000	$-	$-
121374	#FLT - NORTHERN SECTION PH1 - HOLLY HILL ROAD TO WALDER LANE	Active Transportation	$12,470,000	$-	$-
127922	#SMART26 ROUTE 360/I-64 INTERCHANGE IMPROVEMENTS	Highway	$26,972,000	$26,972,000	$-
127889	#SMART26 ROUTE 250 AT ROUTE 288 INTERCHANGE IMPROVEMENTS	Highway	$29,962,000	$22,462,000	$7,500,000
119192	#SMART22 - POWHITE NB AT CHIPPENHAM CAPACITY AND SAFETY IMPR	Highway	$17,057,000	$14,945,000	$(112,000)
119597	#SMART22 - POWHITE SBCHIPPENHAM CAPACITY SAFETY IMPROVEMENTS	Highway	$9,429,000	$-	$(7,000)
N/A	C Commerce Road - FLT Phase II	Highway	$87,661,374	$38,158,239	$49,503,135
N/A	#FLT - Bryan Park (Segment 6B)	Active Transportation	$3,760,000	$3,000,000	$760,000
N/A	#FLT - Lakeside Community Trail Ph 3 (Segment 6D.3)	Active Transportation	$4,150,000	$3,073,000	$1,077,000
128639	Route 288 Southbound Hard Shoulder Running Lane	Highway	$76,957,652	$4,962,106	$71,995,546
N/A	Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Highway	$45,248,551	$33,551,076	$11,697,475
N/A	Powhite Parkway Extended, Phase I	Highway	$231,030,198	$27,250,000	$203,780,198
N/A	Facility Construction North Side Transfer Center	Transit	$30,000,000	$30,000,000	$-

N/A	Downtown Transfer Center	Transit	$36,400,000	$36,400,000	$-
N/A	Northside Transfer Center	Transit	$30,000,000	$30,000,000	$-
128624	Meadowville Road (Route 618) at I-295	Highway	$24,261,177	$24,261,177	$-
128638	E Parham Rd - I-95 to Cleveland	Highway	$15,537,079	$10,358,053	$5,179,026
128623	Short Pump Area Improvements - I-64/Gayton Road Diverging Diamond Interchange	Highway	$157,400,000	$34,200,000	$123,200,000
128657	Port of Virginia/Commerce Rd Streetscape	Highway	$25,554,000	$16,063,089	$9,490,911
122805	SMART24 - I-64 GAP WIDENING - SEGMENT A	Highway	$243,797,200	$-	$-
122831	SMART24 - I-64 GAP WIDENING - SEGMENT B	Highway	$242,323,836	$44,392,000	$-
	GRAND TOTAL		**$2,981,696,067**	**$1,057,961,740**	**$604,583,291**
				Committed Regional Funds	**$1,662,545,031**

Time-band 1 New Projects (2026 – 2031)

ID	Project Name	Locality	Type	Final Inflated Cost
P2F_158	Shared Use Path: VA-150 to Jessup Road	Chesterfield	Active Transportation	$ 1,987,649
P2F_147	Shared Use Path: East End/West Creek Trail	Goochland	Active Transportation	$ 13,193,214
P2F_027	Cox Rd - Separated Bike Lane	Henrico	Active Transportation	$ 10,129,579
P2F_088	Shared Use Path: Fall Line Trail to VA Center Commons	Henrico	Active Transportation	$ 2,476,119
P2F_109	Shared Use Path: Nuckols Rd Trail	Henrico	Active Transportation	$ 8,161,064
P2F_114	Shared Use Path: Wilton on the James Trail	Henrico	Active Transportation	$ 5,627,544
P2F_003	West Vaughan Road Grade Separation	Ashland	Highway	$ 26,734,999
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits	Ashland	Highway	$ 6,857,725
P2F_010	I-295 & Creighton Rd Interchange Modification	Hanover	Highway	$ 3,726,560
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Henrico	Highway	$ 9,679,376
P2F_095	Pouncey Tract Rd Widening - W Broad St to N Gayton Rd	Henrico	Highway	$ 28,815,277
P2F_108	Nine Mile Rd Safety - Gordons Ln to Dabbs House Rd	Henrico	Highway	$ 25,149,605
P2F_118	Parham Rd Safety - St Charles Rd to Chamberlayne Ave	Henrico	Highway	$ 11,255,088
P2F_121	Route 1/Brook Rd Safety - Parham to Magnolia Ridge	Henrico	Highway	$ 16,882,632
P2F_082	VA-10 & Walmsley Blvd	Richmond	Highway	$ 14,485,306
P2F_197	US 288/US 250 Interchange - New Park and Ride	Goochland	Travel Demand Management	$ 2,810,497
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Henrico	Travel Demand Management	$ 7,878,562
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Henrico	Travel Demand Management	$ 7,428,358

Time-band 2 (2032 – 2037)

ID	Project Name	Locality	Type	Final Inflated Cost
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Chesterfield	Active Transportation	$ 81,631,497
P2F_110	Shared Use Path: Monument Ave - Willow Lawn to Bremo	Henrico	Active Transportation	$ 13,439,164
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Richmond	Active Transportation	$60,476,237
P2F_001	U.S. Route 1 Safety - England St to Northern Town Limit	Ashland	Highway	$49,418,493
P2F_004	Ashcake Road Grade Separation	Ashland	Highway	$12,278,289
P2F_163	Powhite Pkwy Extension Phase 2 - Woolridge Rd to US-360	Chesterfield	Highway	$678,677,771
P2F_171	Powhite Pkwy/Charter Colony Interchange	Chesterfield	Highway	$80,634,983
P2F_188	Huguenot Rd Capacity & Safety - Robious Rd to Cranbeck Rd	Chesterfield	Highway	$43,145,038
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Goochland	Highway	$49,296,197
P2F_008	Creighton Rd Widening - I-295 to Cold Harbor Rd	Hanover	Highway	$20,643,899
P2F_009	I-295 Auxiliary Lane - I-95 SB Branch to Chamberlayne Rd	Hanover	Highway	$ 786,191
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Hanover	Highway	$27,524,751
P2F_101	Three Chopt Rd Widening - Skipwith to Horsepen	Henrico	Highway	$20,158,746
P2F_102	Woodman Rd Widening - Hermitage to Hilliard	Henrico	Highway	$ 6,719,582
P2F_117	Patterson Ave Safety - Three Chopt to Pump Rd	Henrico	Highway	$ 40,317,491
P2F_128	US-1 & E Parham Rd Intersection Improvement	Henrico	Highway	$ 13,439,164
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Henrico	Highway	$ 13,439,164
P2F_148	Andersons Highway Corridor Safety Improvements	Powhatan	Highway	$20,158,746
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Richmond	Highway	$107,513,310
P2F_078	Hull Street Intersection & Ped Improvements	Richmond	Highway	$36,285,742
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Richmond	Highway	$14,914,838
P2F_050	North-South BRT Phase 1 - Azalea to Downtown to Stonebridge	Multi-Jurisdiction	Transit	$537,566,552
P2F_051	Western BRT Extension Phase 1 - Willow Lawn to Parham	Multi-Jurisdiction	Transit	$87,354,565

Time-band 3 (2038 – 2050)

ID	Project Name	Locality	Type	Final Inflated Cost
P2F_140	Shared Use Path: VCT to New Kent County Line on Rte 106	Charles City	Active Transportation	$53,439,850
P2F_141	Shared Use Path: School Complex to New Kent Co. Line on Rte 155	Charles City	Active Transportation	$53,953,628
P2F_146	Shared Use Path: River Road West (Route 6)	Goochland	Active Transportation	$26,911,057
P2F_090	Mountain Rd - Shared Use Path	Henrico	Active Transportation	$22,795,579
P2F_111	Shared Use Path: Westham Trail - VA-150 to Goochland	Henrico	Active Transportation	$52,605,182
P2F_112	Shared Use Path: RF&P Trails - Glen Allen to Glover Park	Henrico	Active Transportation	$18,937,865
P2F_113	Shared Use Path: New Market Heights Trail	Henrico	Active Transportation	$56,112,194
P2F_059	Shared Use Path: Providence Forge to Lanexa along US-60	New Kent	Active Transportation	$45,733,191
P2F_060	Shared Use Path: Eltham to Lanexa	New Kent	Active Transportation	$56,522,514
P2F_061	Shared Use Path: New Kent Courthouse to Talleysville along 249	New Kent	Active Transportation	$28,775,034
P2F_062	Shared Use Path: Talleysville to Charles City Co. Line	New Kent	Active Transportation	$28,775,034
P2F_063	Shared Use Path: Courthouse Rd to Charles City Co. Line	New Kent	Active Transportation	$34,942,115
P2F_002	U.S. Route 1 Safety - Ashcake Rd to Southern Town Limit	Ashland	Highway	$61,549,115
P2F_157	Charter Colony Pkwy (Rolling Spring - Woolridge) Widening	Chesterfield	Highway	$27,880,746
P2F_160	US 360 Widening - Otterdale Rd to Magnolia Green Pkwy	Chesterfield	Highway	$127,997,174
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony	Chesterfield	Highway	$24,724,435
P2F_164	Route 1/Willis Road Intersection Improvements	Chesterfield	Highway	$8,767,530

P2F_167	VA-150 & Hopkins Rd Interchange Modification	Chesterfield	Highway	$63,578,622
P2F_170	I-95 (Willis Road to Route 10) - Widening 6 to 8 Lanes	Chesterfield	Highway	$155,535,987
P2F_187	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	Chesterfield	Highway	$352,442,018
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped	Chesterfield	Highway	$20,489,839
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped	Chesterfield	Highway	$26,335,964
P2F_200	Rt 288 (Rt 10 - Courthouse) Widening	Chesterfield	Highway	$87,675,303
P2F_201	Route 10 Safety and Operation Improvements	Chesterfield	Highway	$122,745,424
P2F_011	Pole Green Rd Widening - Rural Point Rd to Walnut Grove Rd	Hanover	Highway	$54,665,551
P2F_015	Rural Point Rd Widening - US-301 to Studley Rd	Hanover	Highway	$93,582,865
P2F_016	Rural Point Rd Widening - Studley Rd to Pole Green Rd	Hanover	Highway	$65,077,870
P2F_017	Meadowbridge Rd Widening - Henrico Co. Line to Atlee Rd	Hanover	Highway	$30,302,338
P2F_018	Pouncey Tract Rd Widening - Henrico Co. Line to Ashland Rd	Hanover	Highway	$5,805,859
P2F_085	New Ashcake Rd Extension to Air Park Rd	Hanover	Highway	$52,061,595
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Henrico	Highway	$58,742,453
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Henrico	Highway	$43,837,651
P2F_030	Darbytown Rd Widening - City Limits to Laburnum Ave	Henrico	Highway	$123,096,125
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Henrico	Highway	$37,703,756
P2F_033	I-295 Auxiliary Lane - I-64 WB on-ramp to Nuckols Rd SB	Henrico	Highway	$50,851,676
P2F_035	I-295 Interchange Modification - Exit 43 to C-D Lane	Henrico	Highway	$17,535,061

P2F_037	I-64 & Gaskins Rd Interchange Modification	Henrico	Highway	$238,476,823
P2F_039	I-64 & US-250 Interchange Improvements	Henrico	Highway	$259,869,597
P2F_041	I-64 Auxiliary Lane - Exits 178-180 (both directions)	Henrico	Highway	$132,039,006
P2F_043	I-64 Auxiliary Lane - Exits 181-183	Henrico	Highway	$90,130,211
P2F_044	I-64 Auxiliary Lane - Exits 183-185 Westbound	Henrico	Highway	$49,098,169
P2F_045	I-64 Auxiliary Lane - Exits 183-185 Eastbound	Henrico	Highway	$47,344,663
P2F_086	I-95 & Parham Rd Interchange Modification	Henrico	Highway	$68,386,736
P2F_089	Masonic Ln/Brittles Ln Widening	Henrico	Highway	$49,273,520
P2F_091	N Gayton Rd Widening	Henrico	Highway	$43,486,950
P2F_093	Pemberton Rd Widening - Quioccasin Rd to US-250	Henrico	Highway	$73,647,254
P2F_094	Pouncey Tract Rd Widening - N Gayton Rd to Grey Oaks	Henrico	Highway	$22,795,579
P2F_096	Pouncey Tract Rd Widening - Nuckols Rd to Grey Oaks	Henrico	Highway	$17,535,061
P2F_099	S Airport Dr Widening - Audubon Dr to Williamsburg Rd	Henrico	Highway	$9,644,283
P2F_100	Three Chopt Rd Widening - Gaskins to Parham	Henrico	Highway	$61,372,712
P2F_103	Woodman Rd Widening - Mountain to Hungary	Henrico	Highway	$140,280,484
P2F_105	Springfield Rd Relocation - Francistown to Olde Millbrooke	Henrico	Highway	$65,077,870
P2F_115	Williamsburg Rd Safety - Randall Ave to Charles City Rd	Henrico	Highway	$52,605,182
P2F_119	Parham Rd Safety - Holly Hill to Three Chopt	Henrico	Highway	$25,230,888

P2F_120	W. Broad St - I-64 to Goochland Line	Henrico	Highway	$115,731,399
P2F_122	Route 1/Brook Rd Safety - Azalea Ave to Hilliard	Henrico	Highway	$78,907,772
P2F_124	Nine Mile Rd Safety - Dabbs House to Laburnum	Henrico	Highway	$26,302,591
P2F_125	S. Laburnum Ave Safety - Williamsburg to Nine Mile	Henrico	Highway	$28,406,798
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Henrico	Highway	$23,847,682
P2F_127	Staples Mill Rd & Old Staples Mill Intersection	Henrico	Highway	$17,535,061
P2F_131	W Broad St and Parham Rd Intersection Improvements	Henrico	Highway	$24,529,586
P2F_132	Parham Rd & Woodman Rd Intersection Improvements	Henrico	Highway	$28,406,798
P2F_075	Chippenham Pkwy at US-60/Midlothian Tpk Interchange	Multi-Jurisdiction	Highway	$87,675,303
P2F_076	Chippenham Pkwy at US-360/Hull St Interchange	Multi-Jurisdiction	Highway	$87,675,303
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Multi-Jurisdiction	Highway	$29,188,862
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 to Parrish Rd	New Kent	Highway	$25,552,090
P2F_064	Bryan Park Interchange Improvements	Richmond	Highway	$140,280,484
P2F_077	Route 1 Great Streets Improvements	Richmond	Highway	$263,025,908
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Richmond	Highway	$143,787,496
P2F_081	US-60 & Belt Blvd Interchange Improvements	Richmond	Highway	$42,084,145
P2F_083	VA-161 & Broad Rock Blvd	Richmond	Highway	$22,567,635

P2F_053	North-South BRT (VCC to Azalea) Phase 2a	Henrico	Transit	$149,048,015
P2F_055	Western BRT Extension Phase 2 - Parham to Short Pump	Henrico	Transit	$149,048,015
P2F_137	W Broad St and Parham Rd - Park and Ride & Transfer Station	Henrico	Transit	$17,535,061
P2F_202	Willow Lawn Transfer Facility	Henrico	Transit	$17,535,061
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Multi-Jurisdiction	Transit	$175,350,605
P2F_057	Mechanicsville Turnpike BRT	Multi-Jurisdiction	Transit	$306,863,559
P2F_047	Southside Transfer Center	Richmond	Transit	$17,535,061
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Hanover	Travel Demand Management	$8,709,665
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride	Henrico	Travel Demand Management	$14,554,100

Programmatic Bridges (2026 – 2050)

Project ID	Project Name	Cost Low (Time-band 1)	Cost High (Time-band 3)
P2F_067	Manchester Bridge Rehabilitation	$30,389,000	$47,345,000
P2F_068	Lee Bridge Rehabilitation	$45,020,000	$70,140,000
P2F_069	Midlothian Turnpike Bridge Rehabilitation	$33,765,000	$52,605,000
P2F_071	Rehabilitation of the Nickel Bridge to expand accommodation for pedestrians and bicycles, and add transit	$135,061,000	$210,421,000
P2F_072	Rehabilitation or replacement of the Mayo Bridge	$225,102,000	$350,701,000
P2F_080	Martin Luther King Jr Memorial Bridge Rehabilitation	$20,822,000	$32,440,000
Regionally Significant Bridge Replacement & Rehabilitation Total		**$490,159,000**	**$763,652,000**

Private/Local Projects (2026 – 2050)

These projects are committed and expected to be funded via local Economic Development Authorities, general fund revenues, or private developers as part of site developments. These revenue sources are not predictable and cannot be readily programmed within the plan. This list also includes projects which do not meet the regional inclusion guidelines and are funded with revenues within the local flexible projects pot but may be significant for air quality given their nexus to regional projects. These projects are included for informational and air quality conformity purposes.

Project ID	Project Name	Category	Locality	Expected Cost	Funding Source
PL-001	Upper Magnolia Green North-South Road (2L from Mt Hermon to Duval)	Highway	Chesterfield	$51,400,000	Developer/Local Funds
PL-002	Westerleigh Pkwy Extension (2L from Westerleigh Parkway to Moseley Road)	Highway	Chesterfield	$8,000,000	Developer/Local Funds
PL-003	Magnolia Green Parkway Extension (2L from Woolridge to Mt Hermon Rd Ext)	Highway	Chesterfield	$97,500,000	Developer/Local Funds
PL-004	Simonsbath Drive Extension (2L from Woolridge to Otterdale)	Highway	Chesterfield	$8,600,000	Developer/Local Funds
PL-005	Duval Rd Widening 2L to 4L (Otterdale to UMG NS Rd)	Highway	Chesterfield	$36,000,000	Developer/Local Funds
PL-006	Mt Hermon Rd Extension (2L from Westerleigh Pkwy Ext to Genito Rd)	Highway	Chesterfield	$45,600,000	Developer/Local Funds
PL-007	Magellan Parkway Extension Phase 1	Highway	Henrico	$10,000,000	Developer/Local Funds
PL-008	Magellan Parkway Extension Phase 2	Highway	Henrico	$11,000,000	Developer/Local Funds

Constrained List of Projects by Mode

Active Transportation Improvements

ID	Project Name	Locality	Time-band	Final Inflated Cost
P2F_158	Shared Use Path: VA-150 to Jessup Road	Chesterfield	1	$ 1,987,649
P2F_147	Shared Use Path: East End/West Creek Trail	Goochland	1	$ 13,193,214
P2F_027	Cox Rd - Separated Bike Lane	Henrico	1	$ 10,129,579
P2F_088	Shared Use Path: Fall Line Trail to VA Center Commons	Henrico	1	$ 2,476,119
P2F_109	Shared Use Path: Nuckols Rd Trail	Henrico	1	$ 8,161,064
P2F_114	Shared Use Path: Wilton on the James Trail	Henrico	1	$ 5,627,544
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Chesterfield	2	$ 81,631,497
P2F_110	Shared Use Path: Monument Ave - Willow Lawn to Bremo	Henrico	2	$ 13,439,164
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Richmond	2	$ 60,476,237
P2F_140	Shared Use Path: VCT to New Kent County Line on Rte 106	Charles City	3	$ 53,439,850
P2F_141	Shared Use Path: School Complex to New Kent Co. Line on Rte 155	Charles City	3	$ 53,953,628
P2F_146	Shared Use Path: River Road West (Route 6)	Goochland	3	$ 26,911,057
P2F_090	Mountain Rd - Shared Use Path	Henrico	3	$ 22,795,579
P2F_111	Shared Use Path: Westham Trail - VA-150 to Goochland	Henrico	3	$ 52,605,182
P2F_112	Shared Use Path: RF&P Trails - Glen Allen to Glover Park	Henrico	3	$ 18,937,865
P2F_113	Shared Use Path: New Market Heights Trail	Henrico	3	$ 56,112,194
P2F_059	Shared Use Path: Providence Forge to Lanexa along US-60	New Kent	3	$ 45,733,191
P2F_060	Shared Use Path: Eltham to Lanexa	New Kent	3	$ 56,522,514
P2F_061	Shared Use Path: New Kent Courthouse to Talleysville along 249	New Kent	3	$ 28,775,034
P2F_062	Shared Use Path: Talleysville to Charles City Co. Line	New Kent	3	$ 28,775,034
P2F_063	Shared Use Path: Courthouse Rd to Charles City Co. Line	New Kent	3	$ 34,942,115

Roadway Improvements

ID	Project Name	Locality	Time-band	Final Inflated Cost
P2F_003	West Vaughan Road Grade Separation	Ashland	1	$ 26,734,999
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits	Ashland	1	$ 6,857,725
P2F_010	I-295 & Creighton Rd Interchange Modification	Hanover	1	$ 3,726,560
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Henrico	1	$ 9,679,376
P2F_095	Pouncey Tract Rd Widening - W Broad St to N Gayton Rd	Henrico	1	$ 28,815,277
P2F_108	Nine Mile Rd Safety - Gordons Ln to Dabbs House Rd	Henrico	1	$ 25,149,605
P2F_118	Parham Rd Safety - St Charles Rd to Chamberlayne Ave	Henrico	1	$ 11,255,088
P2F_121	Route 1/Brook Rd Safety - Parham to Magnolia Ridge	Henrico	1	$ 16,882,632
P2F_082	VA-10 & Walmsley Blvd	Richmond	1	$ 14,485,306
P2F_001	U.S. Route 1 Safety - England St to Northern Town Limit	Ashland	2	$ 49,418,493
P2F_004	Ashcake Road Grade Separation	Ashland	2	$ 12,278,289
P2F_163	Powhite Pkwy Extension Phase 2 - Woolridge Rd to US-360	Chesterfield	2	$ 678,677,771
P2F_171	Powhite Pkwy/Charter Colony Interchange	Chesterfield	2	$ 80,634,983
P2F_188	Huguenot Rd Capacity & Safety - Robious Rd to Cranbeck Rd	Chesterfield	2	$ 43,145,038
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Goochland	2	$ 49,296,197
P2F_008	Creighton Rd Widening - I-295 to Cold Harbor Rd	Hanover	2	$ 20,643,899
P2F_009	I-295 Auxiliary Lane - I-95 SB Branch to Chamberlayne Rd	Hanover	2	$ 786,191
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Hanover	2	$ 27,524,751
P2F_101	Three Chopt Rd Widening - Skipwith to Horsepen	Henrico	2	$ 20,158,746
P2F_102	Woodman Rd Widening - Hermitage to Hilliard	Henrico	2	$ 6,719,582
P2F_117	Patterson Ave Safety - Three Chopt to Pump Rd	Henrico	2	$ 40,317,491
P2F_128	US-1 & E Parham Rd Intersection Improvement	Henrico	2	$ 13,439,164
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Henrico	2	$ 13,439,164
P2F_148	Andersons Highway Corridor Safety Improvements	Powhatan	2	$ 20,158,746

P2F_065	Belvidere I-95/I-64 Interchange Improvements	Richmond	2	$	107,513,310
P2F_078	Hull Street Intersection & Ped Improvements	Richmond	2	$	36,285,742
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Richmond	2	$	14,914,838
P2F_002	U.S. Route 1 Safety - Ashcake Rd to Southern Town Limit	Ashland	3	$	61,549,115
P2F_157	Charter Colony Pkwy (Rolling Spring - Woolridge) Widening	Chesterfield	3	$	27,880,746
P2F_160	US 360 Widening - Otterdale Rd to Magnolia Green Pkwy	Chesterfield	3	$	127,997,174
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony	Chesterfield	3	$	24,724,435
P2F_164	Route 1/Willis Road Intersection Improvements	Chesterfield	3	$	8,767,530
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Chesterfield	3	$	63,578,622
P2F_170	I-95 (Willis Road to Route 10) - Widening 6 to 8 Lanes	Chesterfield	3	$	155,535,987
P2F_187	Rt 288 SB (Powhite Pkwy - Route 360) CD Road Extension	Chesterfield	3	$	352,442,018
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped	Chesterfield	3	$	20,489,839
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped	Chesterfield	3	$	26,335,964
P2F_200	Rt 288 (Rt 10 - Courthouse) Widening	Chesterfield	3	$	87,675,303
P2F_201	Route 10 Safety and Operation Improvements	Chesterfield	3	$	122,745,424
P2F_011	Pole Green Rd Widening - Rural Point Rd to Walnut Grove Rd	Hanover	3	$	54,665,551
P2F_015	Rural Point Rd Widening - US-301 to Studley Rd	Hanover	3	$	93,582,865
P2F_016	Rural Point Rd Widening - Studley Rd to Pole Green Rd	Hanover	3	$	65,077,870
P2F_017	Meadowbridge Rd Widening - Henrico Co. Line to Atlee Rd	Hanover	3	$	30,302,338
P2F_018	Pouncey Tract Rd Widening - Henrico Co. Line to Ashland Rd	Hanover	3	$	5,805,859
P2F_085	New Ashcake Rd Extension to Air Park Rd	Hanover	3	$	52,061,595
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Henrico	3	$	58,742,453
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Henrico	3	$	43,837,651
P2F_030	Darbytown Rd Widening - City Limits to Laburnum Ave	Henrico	3	$	123,096,125
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Henrico	3	$	37,703,756
P2F_033	I-295 Auxiliary Lane - I-64 WB on-ramp to Nuckols Rd SB	Henrico	3	$	50,851,676
P2F_035	I-295 Interchange Modification - Exit 43 to C-D Lane	Henrico	3	$	17,535,061
P2F_037	I-64 & Gaskins Rd Interchange Modification	Henrico	3	$	238,476,823

P2F_039	I-64 & US-250 Interchange Improvements	Henrico	3	$	259,869,597
P2F_041	I-64 Auxiliary Lane - Exits 178-180 (both directions)	Henrico	3	$	132,039,006
P2F_043	I-64 Auxiliary Lane - Exits 181-183	Henrico	3	$	90,130,211
P2F_044	I-64 Auxiliary Lane - Exits 183-185 Westbound	Henrico	3	$	49,098,169
P2F_045	I-64 Auxiliary Lane - Exits 183-185 Eastbound	Henrico	3	$	47,344,663
P2F_086	I-95 & Parham Rd Interchange Modification	Henrico	3	$	68,386,736
P2F_089	Masonic Ln/Brittles Ln Widening	Henrico	3	$	49,273,520
P2F_091	N Gayton Rd Widening	Henrico	3	$	43,486,950
P2F_093	Pemberton Rd Widening - Quioccasin Rd to US-250	Henrico	3	$	73,647,254
P2F_094	Pouncey Tract Rd Widening - N Gayton Rd to Grey Oaks	Henrico	3	$	22,795,579
P2F_096	Pouncey Tract Rd Widening - Nuckols Rd to Grey Oaks	Henrico	3	$	17,535,061
P2F_099	S Airport Dr Widening - Audubon Dr to Williamsburg Rd	Henrico	3	$	9,644,283
P2F_100	Three Chopt Rd Widening - Gaskins to Parham	Henrico	3	$	61,372,712
P2F_103	Woodman Rd Widening - Mountain to Hungary	Henrico	3	$	140,280,484
P2F_105	Springfield Rd Relocation - Francistown to Olde Millbrooke	Henrico	3	$	65,077,870
P2F_115	Williamsburg Rd Safety - Randall Ave to Charles City Rd	Henrico	3	$	52,605,182
P2F_119	Parham Rd Safety - Holly Hill to Three Chopt	Henrico	3	$	25,230,888
P2F_120	W. Broad St - I-64 to Goochland Line	Henrico	3	$	115,731,399
P2F_122	Route 1/Brook Rd Safety - Azalea Ave to Hilliard	Henrico	3	$	78,907,772
P2F_124	Nine Mile Rd Safety - Dabbs House to Laburnum	Henrico	3	$	26,302,591
P2F_125	S. Laburnum Ave Safety - Williamsburg to Nine Mile	Henrico	3	$	28,406,798
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Henrico	3	$	23,847,682
P2F_127	Staples Mill Rd & Old Staples Mill Intersection	Henrico	3	$	17,535,061
P2F_131	W Broad St and Parham Rd Intersection Improvements	Henrico	3	$	24,529,586
P2F_132	Parham Rd & Woodman Rd Intersection Improvements	Henrico	3	$	28,406,798
P2F_075	Chippenham Pkwy at US-60/Midlothian Tpk Interchange	Multi-Jurisdiction	3	$	87,675,303
P2F_076	Chippenham Pkwy at US-360/Hull St Interchange	Multi-Jurisdiction	3	$	87,675,303
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Multi-Jurisdiction	3	$	29,188,862

P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 to Parrish Rd	New Kent	3	$	25,552,090
P2F_064	Bryan Park Interchange Improvements	Richmond	3	$	140,280,484
P2F_077	Route 1 Great Streets Improvements	Richmond	3	$	263,025,908
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Richmond	3	$	143,787,496
P2F_081	US-60 & Belt Blvd Interchange Improvements	Richmond	3	$	42,084,145
P2F_083	VA-161 & Broad Rock Blvd	Richmond	3	$	22,567,635

Transit Improvements

ID	Project Name	Locality	Time-band	Final Inflated Cost
P2F_050	North-South BRT Phase 1 - Azalea to Downtown to Stonebridge	Multi-Jurisdiction	2	$ 537,566,552
P2F_051	Western BRT Extension Phase 1 - Willow Lawn to Parham	Multi-Jurisdiction	2	$ 87,354,565
P2F_053	North-South BRT (VCC to Azalea) Phase 2a	Henrico	3	$ 149,048,015
P2F_055	Western BRT Extension Phase 2 - Parham to Short Pump	Henrico	3	$ 149,048,015
P2F_137	W Broad St and Parham Rd - Park and Ride & Transfer Station	Henrico	3	$ 17,535,061
P2F_202	Willow Lawn Transfer Facility	Henrico	3	$ 17,535,061
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Multi-Jurisdiction	3	$ 175,350,605
P2F_057	Mechanicsville Turnpike BRT	Multi-Jurisdiction	3	$ 306,863,559
P2F_047	Southside Transfer Center	Richmond	3	$ 17,535,061

Travel Demand Management Improvements

ID	Project Name	Locality	Time-band	Final Inflated Cost
P2F_197	US 288/US 250 Interchange - New Park and Ride	Goochland	1	$ 2,810,497
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Henrico	1	$ 7,878,562
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Henrico	1	$ 7,428,358
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Hanover	3	$ 8,709,665
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride	Henrico	3	$ 14,554,100

Appendix E: Illustrative List of Additional Unconstrained Projects

Project ID	Project Name	Category	Base Estimate	Cost High (Time-band 3)
P2F_134	Hungary Spring Rd - Grade separated crossing over rail road tracks	Freight/ Passenger Rail	$20,000,000	$35,070,000
P2F_138	Staples Mill Amtrak Improvements/Station replacement	Freight/ Passenger Rail	$120,500,000	$211,297,000
P2F_139	Fulton Layover Facility - Design and construction of three storage tracks, one maintenance platform, a service pit covered by a canopy, upgrades to the existing railroad signal system for entering and exiting the site, roadway improvements for access into the facility, a parking lot for staff, and a site building for equipment storage and staff facilities	Freight/ Passenger Rail	$70,000,000	$122,745,000
P2F_150	Richmond to Raleigh (R2R) passenger rail alignment along the I-85 corridor. The R2R corridor, specifically the abandoned 75 miles of the S-line that VPRA acquired from CSX in November of 2022, is important to enhance and grow intercity passenger rail service in the Southeast. When combined with the Long Bridge Project, R2R will better connect Amtrak service in North Carolina and Virginia with Amtrak connections in the Northeast. Project Cost cited is the Project Development Budget for 30% design.	Freight/ Passenger Rail	$39,000,000	$68,387,000
P2F_151	Taylorsville Third Track will construct approximately 3 miles of third track in Hanover County. It begins north of Taylorsville Road and ends south of the Doswell railroad crossing.	Freight/ Passenger Rail	$86,000,000	$150,802,000
P2F_152	Main Street Station West Side Platforms	Freight/ Passenger Rail	TBD	TBD
P2F_153	East Acca Bypass	Freight/ Passenger Rail	TBD	TBD
P2F_154	Rebuilding CSX S-Line	Freight/ Passenger Rail	TBD	TBD

P2F_155	Third Track Construction	Freight/ Passenger Rail	TBD	TBD
P2F_007	US-33 Road Widening - Winns Church Rd to Ashland Rd	Highway	$43,051,000	$75,490,000
P2F_012	Pole Green Rd Widening - Walnut Grove Rd to US-360	Highway	$35,628,000	$62,474,000
P2F_013	Ashland Rd Widening - Henrico Co. Line to US-33	Highway	$74,888,000	$131,317,000
P2F_014	Ashland Rd Widening - US-33 to Blanton Rd	Highway	$47,504,000	$83,299,000
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Highway	$54,469,600	$95,513,000
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Highway	$54,648,000	$95,826,000
P2F_022	Pole Green Widening - Bell Creek Rd to Rural Point	Highway	$41,700,000	$73,121,000
P2F_024	Charles City Rd Widening - Laburnum to Monahan	Highway	$17,500,000	$30,686,000
P2F_025	Charles City Rd Widening - Williamsburg to Eastport	Highway	$26,800,000	$46,994,000
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Highway	$36,100,000	$63,302,000
P2F_034	I-295 Interchange Modification (Exit 43)	Highway	$10,000,000	$17,535,000
P2F_038	I-64 & Parham Rd Interchange Modification	Highway	$25,000,000	$43,838,000
P2F_042	I-64 Auxiliary Lane - Exits 180-181	Highway	$21,800,000	$38,226,000
P2F_066	Richmond Marine Terminal Interstate Access Improvements	Highway	$80,000,000	$140,280,000
P2F_070	New Interchange of I-95 with Bellemeade Road	Highway	$250,000,000	$438,377,000
P2F_073	Reconnect Jackson Ward - I-95/I-64 Cap	Highway	$200,000,000	$350,701,000
P2F_092	Nuckols Rd Widening with Pedestrian Facilities	Highway	$30,000,000	$52,605,000
P2F_097	Richmond Henrico Tpk Widening - Hanover Line to Railroad	Highway	$66,000,000	$115,731,000
P2F_098	River Rd Widening - Sleepy Hollow to VA-150	Highway	$22,500,000	$39,454,000
P2F_106	Springfield Rd Safety - Staples Mill to Francistown	Highway	$17,942,250	$31,462,000
P2F_107	Route 60/Route 33/Beulah Rd Roundabout & Gateway	Highway	$13,222,320	$23,185,000
P2F_116	Gayton Rd Safety - Pump Rd to John Rolfe Pkwy	Highway	$10,000,000	$17,535,000
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Highway	$8,200,000	$14,379,000
P2F_133	Bryan Park Interchange (I-95, I-64, I-195)	Highway	$111,000,000	$194,639,000
P2F_142	River Road West (Route 6) Widening & Shared Use Path	Highway	$163,343,000	$286,423,000

P2F_143	Ashland Road (Route 623) Widening - South of I-64	Highway	$45,291,000	$79,418,000
P2F_145	Fairground Road Extension	Highway	$99,731,000	$174,879,000
P2F_156	360 (Magnolia Green Pkwy - Powhite Pkwy Ext.) Widening	Highway	$45,000,000	$78,908,000
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Highway	$5,519,000	$9,678,000
P2F_165	Route 10/Route 1 Innovative Intersection	Highway	$60,000,000	$105,210,000
P2F_166	Route 10/Route 288 Interchange Improvements	Highway	$90,000,000	$157,816,000
P2F_169	Rt 60/Woolridge Innovative Intersection	Highway	$30,000,000	$52,605,000
P2F_172	Route 288/Route 1 Interchange Improvement	Highway	$30,000,000	$52,605,000
P2F_173	288/360: Route 360/Commonwealth Centre Pkwy - DDI	Highway	$142,000,000	$248,998,000
P2F_174	Powhite Pkwy, Chippenham Pkwy, Jahnke Rd - Access Improvements	Highway	$65,000,000	$113,978,000
P2F_175	Route 76 ITS Investments	Highway	$12,000,000	$21,042,000
P2F_176	Route 288 ITS Investments (Phase 2)	Highway	$12,000,000	$21,042,000
P2F_177	Route 150 ITS Investments	Highway	$12,000,000	$21,042,000
P2F_178	I-95 ITS Investments	Highway	$12,000,000	$21,042,000
P2F_179	Sight and Sound Barriers - Routes 76, 288	Highway	$52,000,000	$91,182,000
P2F_180	VA-150 & US-1 Interchange Modification	Highway	$56,812,000	$99,620,000
P2F_181	I-95/Willis Road - Interchange Improvements	Highway	$150,000,000	$263,026,000
P2F_182	RT 360/Duckridge/Hancock Village - High Capacity Intersection	Highway	$17,546,227	$30,767,000
P2F_183	Route 360/Harbour Pointe Pkwy - High Capacity Intersection	Highway	$20,487,571	$35,925,000
P2F_184	RT 360 at Spring Run Rd/Temie Lee Pkwy - High Capacity Int.	Highway	$26,644,615	$46,721,000
P2F_185	RT 360 at Winterpock Rd - High Capacity Intersection	Highway	$21,975,351	$38,534,000
P2F_186	Route 360/Deer Run Drive - High Capacity Intersection	Highway	$22,243,092	$39,003,000
P2F_189	Rt 60 Corridor Enhancements - Old Otterdale Rd to Woolridge Rd	Highway	$52,572,873	$92,187,000
P2F_192	I-95 SB Auxiliary Lane	Highway	$37,855,000	$66,379,000
P2F_195	RI-23-11: Hanover County US 301 (Chamberlayne Road)	Highway	$41,271,125	$72,369,000

P2F_199	288/360: Route 288 NB (Route 360 - Powhite Pkwy) CD Road	Highway	$300,000,000	$526,052,000
P2F_054	North-South BRT (Stonebridge to Walmart Way) Phase 2b	Transit	$100,000,000	$175,351,000
P2F_056	West End South BRT	Transit	$300,000,000	$526,052,000
P2F_149	Regional Bus Transit Hub	Transit	$15,000,000	$26,303,000
P2F_005	Park and Ride on US 301 Corridor	Travel Demand Management	$13,733,044	$24,081,000
P2F_036	I-295 at US-60 Technology Blvd - New Park and Ride Lot	Travel Demand Management	$5,000,000	$8,768,000
P2F_046	I-64/US-60 at Laburnum Rd - New Park and Ride Lot	Travel Demand Management	$5,000,000	$8,768,000

Appendix F: Constrained Scenarios

Traditional Usage Scenario

Traditional Usage Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_001	U.S. Route 1 Safety Improvements - England Street to Northern Town Limit	Highway	Ashland	$ 64,479,925	Low	Medium	High	Medium
P2F_002	U.S. Route 1 Safety Improvements - Ashcake Road to Southern Town Limit	Highway	Ashland	$ 61,549,115	Low	Medium	High	Low
P2F_003	West Vaughan Road Grade Separation	Highway	Ashland	$ 26,734,999	Low	Low	High	High
P2F_004	Ashcake Road Grade Separation	Highway	Ashland	$ 12,278,289	Low	High	Medium	Low
P2F_007	US-33 Road Widening - Winns Church Rd to Ashland Rd	Highway	Hanover	$ 75,490,189	Low	Medium	High	High
P2F_008	Creighton Rd Road Widening - I-295 to Cold Harbor Rd	Highway	Hanover	$ 20,643,899	Low	Medium	Medium	High
P2F_009	I-295 Auxiliary Lane - I-95 Southbound Branch to Chamberlayne Rd (Exit- 41) off ramp	Highway	Hanover	$ 658,423	Medium	Medium	High	High
P2F_010	I-295 & Creighton Rd Interchange Modification - I-295 NB to Creighton Rd NB	Highway	Hanover	$ 4,449,707	Medium	Medium	Medium	Medium
P2F_011	Pole Green Rd Road Widening - Rural Point Rd to Walnut Grove Rd	Highway	Hanover	$ 54,665,551	Low	Medium	Medium	Medium
P2F_013	Ashland Rd Road Widening - Henrico Co. Line to US-33	Highway	Hanover	$ 131,316,561	Low	High	High	High
P2F_014	Ashland Rd Road Widening - US-33 to Blanton Rd	Highway	Hanover	$ 83,298,552	Low	Medium	High	High
P2F_015	Rural Point Rd Road Widening - US-301 to Studley Rd	Highway	Hanover	$ 93,582,865	Low	Medium	High	Medium
P2F_016	Rural Point Rd Road Widening - Studley Rd to Pole Green Rd	Highway	Hanover	$ 65,077,870	Low	High	Medium	Medium
P2F_017	Meadowbridge Rd Road Widening - Henrico Co. Line to Atlee Rd	Highway	Hanover	$ 23,224,219	Low	High	High	Medium
P2F_018	Pouncey Tract Rd Road Widening - Henrico Co. Line to Ashland Rd	Highway	Hanover	$ 5,805,859	Low	Medium	Medium	Medium
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Travel Demand Management	Hanover	$ 8,709,665	Low	Low	Medium	Low
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Highway	Hanover	$ 95,512,773	Low	Medium	High	Low
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Highway	Hanover	$ 95,825,599	Low	High	High	High
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Highway	Hanover	$ 27,524,751	Low	High	High	High
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Highway	Henrico	$ 45,021,199	Low	High	High	High
P2F_027	Cox Rd - Separated Bike Lane	Active Transportation	Henrico	$ 10,129,579	Medium	High	Medium	Medium
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Highway	Henrico	$ 63,301,569	Low	High	High	High
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Highway	Henrico	$ 43,837,651	Low	Medium	Medium	High
P2F_030	Darbytown Rd Widening - City limits to Laburnum Ave	Highway	Henrico	$ 123,096,125	Low	High	High	High
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Highway	Henrico	$ 37,703,756	Medium	Medium	Medium	High
P2F_032	I- 64 & N. Gayton Rd New Interchange	Highway	Henrico	$ 178,740,878	Low	High	High	High
P2F_033	I-295 Auxiliary Lane from I-64 WB on-ramp to Nuckols Road SB (Exit 51)	Highway	Henrico	$ 50,851,676	Medium	Medium	Medium	High
P2F_034	I-295 Interchange Modification (Exit 43)	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_035	I-295 Interchange Modification - Exit 43 to end of Collector-Distributor Lane	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,878,562	Low	High	High	High
P2F_041	I-64 Auxiliary Lane - Between Exit 178 and Exit 180 (both directions) & US-250 EB to I-64 EB ramp widening	Highway	Henrico	$ 132,039,006	Medium	High	High	High
P2F_043	I-64 Auxiliary Lane - Between Exit 181 and Exit 183	Highway	Henrico	$ 90,130,211	Medium	Medium	High	High
P2F_044	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Westbound	Highway	Henrico	$ 37,629,659	High	High	High	Low
P2F_045	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Eastbound	Highway	Henrico	$ 36,285,742	Medium	High	High	High
P2F_048	Downtown Transfer Center	Transit	Richmond	$ 87,675,303	High	Low	Low	Low
P2F_049	Northside Transfer Center	Transit	Multi-Jurisdiction	$ 17,535,061	Medium	Low	Low	Low
P2F_050	North-South BRT - Phase 1 - Azalea to Downtown to Stonebridge	Transit	Multi-Jurisdiction	$ 701,402,421	High	High	High	Low
P2F_051	Western BRT Extension - Phase 1 - Willow Lawn to Parham	Transit	Multi-Jurisdiction	$ 87,354,565	High	High	Medium	Medium
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Transit	Multi-Jurisdiction	$ 175,350,605	High	High	Medium	Medium
P2F_053	North-South BRT (VCC to Azalea) - Phase 2a	Transit	Henrico	$ 114,232,892	High	High	High	Medium

Traditional Usage Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_054	North-South BRT (Stonebridge to Walmart Way) - Phase 2b	Transit	Chesterfield	$ 134,391,638	High	High	High	Low
P2F_055	Western BRT Extension - Phase 2 - Parham to Short Pump	Transit	Henrico	$ 114,232,892	High	High	High	High
P2F_057	Mechanicsville Turnpike BRT	Transit	Multi-Jurisdiction	$ 306,863,559	High	Medium	High	Low
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 DDI to Parrish Rd	Highway	New Kent	$ 25,552,090	Low	Medium	Medium	High
P2F_059	Shared Use Path: Providence Forge to Lanexa along US-60	Active Transportation	New Kent	$ 45,733,191	Low	Medium	Medium	Medium
P2F_060	Shared Use Path: Eltham to Lanexa	Active Transportation	New Kent	$ 56,522,514	Medium	Medium	Medium	Medium
P2F_061	Shared Use Path: New Kent Courthouse to Talleysville along 249	Active Transportation	New Kent	$ 28,775,034	Low	Medium	Medium	Medium
P2F_062	Shared Use Path: Talleysville to Charles City County line along 249/106	Active Transportation	New Kent	$ 28,775,034	Low	Medium	Medium	Medium
P2F_063	Shared Use Path: Courthouse Rd from Rte 249 to Charles City County Line	Active Transportation	New Kent	$ 34,942,115	Low	Medium	Medium	Medium
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Highway	Richmond	$ 107,513,310	Medium	High	High	Low
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Active Transportation	Richmond	$ 60,476,237	High	High	High	High
P2F_076	Chippenham Parkway at US-360/Hull St Interchange Improvements	Highway	Multi-Jurisdiction	$ 87,675,303	Medium	High	High	Low
P2F_077	Route 1 Great Streets Improvements	Highway	Richmond	$ 263,025,908	High	High	High	Low
P2F_078	Hull Street Intersection & Pedestrian Improvements - Hull Street at Midlothian Turnpike & Clopton Street	Highway	Richmond	$ 36,285,742	High	Medium	Medium	Medium
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Highway	Richmond	$ 143,787,496	Low	High	High	Low
P2F_081	US-60 & Belt Blvd Interchange Improvements	Highway	Richmond	$ 42,084,145	High	High	Medium	Medium
P2F_082	VA-10 & Walmsley Blvd	Highway	Richmond	$ 17,296,213	High	Medium	Medium	Medium
P2F_083	VA-161 & Broad Rock Blvd	Highway	Richmond	$ 22,567,635	High	Medium	Medium	Medium
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Highway	Richmond	$ 14,914,838	High	Medium	High	Medium
P2F_085	New Ashcake Rd Road Extension from New Ashcake Rd to Air Park Rd	Highway	Hanover	$ 39,900,877	Low	High	High	High
P2F_086	I-95 & Parham Rd Interchange Modification	Highway	Henrico	$ 68,386,736	Medium	High	High	Medium
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Highway	Henrico	$ 9,679,376	Low	High	Medium	High
P2F_088	Shared Use Path: Fall Line Trail to Virginia Center Commons	Active Transportation	Henrico	$ 2,476,119	Low	Medium	Medium	Medium
P2F_089	Masonic Ln/Brittles Ln Widening	Highway	Henrico	$ 37,764,050	Low	High	High	Medium
P2F_090	Mountain Rd - Shared Use Path	Active Transportation	Henrico	$ 22,795,579	Low	High	Medium	Medium
P2F_091	N Gayton Rd Widening	Highway	Henrico	$ 43,486,950	Low	High	Medium	Medium
P2F_092	Nuckols Rd Widening with pedestrian facilities - Shady Grove Rd - Springfield Rd	Highway	Henrico	$ 33,765,264	Low	High	High	High
P2F_093	Pemberton Rd Widening with pedestrian facilities - Quioccasin Rd to US-250	Highway	Henrico	$ 56,444,488	Low	High	High	High
P2F_094	Pouncey Tract Rd Widening with pedestrian facilities - N Gayton Rd to Grey Oaks Park Dr	Highway	Henrico	$ 17,470,913	Low	High	Medium	High
P2F_095	Pouncey Tract Rd Widening with pedestrian facilities - W Broad St to N Gayton Rd	Highway	Henrico	$ 28,815,277	Low	High	High	High
P2F_096	Pouncey Tract Rd Widening with bike & pedestrian facilities - Nuckols Rd to Grey Oaks Park D	Highway	Henrico	$ 13,439,164	Low	High	Medium	Medium
P2F_099	S Airport Dr Widening with bike & pedestrian facilities - Audubon Dr to Williamsburg Rd	Highway	Henrico	$ 7,391,540	Low	Medium	Medium	Medium
P2F_100	Three Chopt Rd Widening with pedestrian facilities - Gaskins to Parham	Highway	Henrico	$ 47,037,073	Low	High	High	Low
P2F_101	Three Chopt Rd Widening with pedestrian facilities - Skipwith to Horsepen	Highway	Henrico	$ 20,158,746	Low	Medium	High	High
P2F_102	Woodman Rd Widening with pedestrian facilities - Hermitage to Hilliard	Highway	Henrico	$ 6,719,582	Low	Medium	Medium	Medium
P2F_103	Woodman Rd Widening with pedestrian facilities - Mountain to Hungary	Highway	Henrico	$ 140,280,484	Low	High	High	High
P2F_105	Springfield Rd Relocation with bicycle/pedestrian facilities - Francistown to Olde Millbrooke Way	Highway	Henrico	$ 49,876,769	Low	High	High	Low
P2F_107	Route 60/Route 33/Beulah Rd Roundabout & Gateway Project	Highway	Henrico	$ 23,185,418	High	Medium	Medium	Medium
P2F_108	Nine Mile Rd Operational & Safety Improvements - Gordons Ln to Dabbs House Rd	Highway	Henrico	$ 30,029,943	High	Medium	Medium	High

Traditional Usage Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_109	Shared Use Path: Nuckols Rd Trail - Springfield Rd to Francistown Rd	Active Transportation	Henrico	$ 8,161,064	Medium	High	Medium	Medium
P2F_110	Shared Use Path: Monument Ave - Willow Lawn Dr to Bremo Rd	Active Transportation	Henrico	$ 13,439,164	Medium	High	Medium	Medium
P2F_111	Shared Use Path: Westham Trail - VA-150 to Goochland County Boundary	Active Transportation	Henrico	$ 52,605,182	Medium	Medium	Medium	Medium
P2F_112	Shared Use Path: RF&P Trails - Glen Allen Elementary to Glover Park	Active Transportation	Henrico	$ 18,937,865	Low	Medium	Medium	Medium
P2F_114	Shared Use Path: Wilton on the James Trail	Active Transportation	Henrico	$ 5,627,544	Low	Medium	Medium	Medium
P2F_115	Williamsburg Rd Operational & Safety Improvements - Randall Ave to Charles City Rd	Highway	Henrico	$ 52,605,182	High	Medium	Medium	Medium
P2F_116	Gayton Rd Operational & Safety Improvements - Pump Rd to John Rolfe Pkwy	Highway	Henrico	$ 17,535,061	Medium	Medium	Medium	Medium
P2F_117	Patterson Ave Operational & Safety Improvements - Three Chopt to Pump Rd	Highway	Henrico	$ 40,317,491	Medium	Medium	High	Medium
P2F_118	Parham Rd Operational & Safety Improvements - St Charles Rd to Chamberlayne Avenue	Highway	Henrico	$ 11,255,088	Medium	High	High	Low
P2F_119	Parham Road Operational & Safety Improvements - Holly Hill to Three Chopt	Highway	Henrico	$ 25,230,888	High	Medium	Medium	Low
P2F_120	W. Broad St - I-64 to Goochland line	Highway	Henrico	$ 115,731,399	High	High	High	High
P2F_121	Route 1/Brook Rd Operational & Safety Improvements - Parham to Magnolia Ridge	Highway	Henrico	$ 20,158,746	Medium	Medium	High	Medium
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Highway	Henrico	$ 11,020,114	Medium	Medium	High	Low
P2F_124	Nine Mile Rd Operational & Safety Improvements - Dabbs House to Laburnum	Highway	Henrico	$ 26,302,591	Medium	Medium	Medium	Low
P2F_125	S. Laburnum Ave Operational & Safety Improvements - Williamsburg to Nine Mile	Highway	Henrico	$ 21,771,445	High	Medium	High	Medium
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Highway	Henrico	$ 18,277,263	Low	Medium	High	Medium
P2F_127	Staples Mill Rd & Old Staples Mill Intersection Improvement	Highway	Henrico	$ 17,535,061	Low	Medium	Medium	Medium
P2F_128	US-1 & E Parham Rd Intersection Improvement	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Highway	Henrico	$ 13,439,164	Low	Medium	High	High
P2F_131	W Broad St and Parham Rd Intersection Improvements	Highway	Henrico	$ 24,529,586	Medium	Medium	Medium	Low
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride Lot	Travel Demand Management	Henrico	$ 14,554,100	Low	Low	Medium	Low
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,428,358	Low	High	High	High
P2F_137	W Broad St and Parham Rd area - New Park and Ride Lot & Transfer Station	Transit	Henrico	$ 17,535,061	Low	Low	Medium	Low
P2F_140	Shared Use Path: VCT to New Kent County Line on Rte 106	Active Transportation	Charles City	$ 53,439,850	Low	Medium	Medium	Medium
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Highway	Goochland	$ 49,296,197	Low	High	High	High
P2F_146	Shared Use Path: River Road West (Route 6)	Active Transportation	Goochland	$ 26,911,057	Medium	Medium	Medium	Medium
P2F_147	Shared Use Path: East End/West Creek Trail	Active Transportation	Goochland	$ 13,193,214	Medium	High	Medium	Medium
P2F_148	Andersons Highway Corridor Safety Improvements	Highway	Powhatan	$ 20,158,746	Medium	High	Medium	Low
P2F_157	Charter Colony Pkwy (Rolling Spring Rd - Woolridge Rd) Widening	Highway	Chesterfield	$ 17,895,590	Low	High	High	High
P2F_158	Shared Use Path: VA-150 to Jessup Road	Active Transportation	Chesterfield	$ 1,987,649	Medium	Medium	Medium	Medium
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony Pkwy	Highway	Chesterfield	$ 18,949,221	Low	Medium	Medium	High
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Highway	Chesterfield	$ 6,211,683	High	High	Medium	Medium
P2F_163	Powhite Parkway Extension, Phase 2 (4-lane concept) - Woolridge Rd to Duval Rd	Highway	Chesterfield	$ 885,520,557	Low	High	High	High
P2F_164	Route 1/Willis Road Intersection Improvements	Highway	Chesterfield	$ 8,767,530	Medium	Medium	Medium	Low
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Highway	Chesterfield	$ 63,578,622	Medium	High	Medium	High
P2F_168	Meadowville Technology Parkway Widening at I-295	Highway	Chesterfield	$ 40,330,639	Low	Medium	High	Medium
P2F_169	Rt 60/Woolridge Innovative Intersection	Highway	Chesterfield	$ 52,605,182	Medium	High	Medium	Low
P2F_170	I-95 (Willis Road to Route 10) - Widening (6 to 8)	Highway	Chesterfield	$ 119,205,383	High	High	High	High
P2F_172	Route 288/Route 1 Interchange Improvement	Highway	Chesterfield	$ 52,605,182	Medium	Medium	High	Low
P2F_175	Route 76 ITS Investments	Highway	Chesterfield	$ 21,042,073	High	Low	Low	Low
P2F_176	Route 288 ITS Investments (Phase 2)	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low

Traditional Usage Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_177	Route 150 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_178	I-95 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_180	VA-150 & US-1 Interchange Modification	Highway	Chesterfield	$ 99,620,186	Medium	High	Medium	Low
P2F_188	Huguenot Rd Capacity & Safety Improvements - Robious Rd to Cranbeck Rd	Highway	Chesterfield	$ 43,145,038	Medium	High	Medium	High
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Active Transportation	Chesterfield	$ 81,631,497	High	High	Medium	High
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements	Highway	Chesterfield	$ 15,703,756	Medium	Medium	Medium	High
P2F_192	I-95 SB Auxiliary Lane	Highway	Chesterfield	$ 66,378,972	High	Medium	Medium	Medium
P2F_193	I-95 from Exit 62 (VA-288) to Exit 64 (Willis Rd) Road Widening) 6-8 lanes	Highway	Chesterfield	$ 20,767,540	High	Medium	High	Medium
P2F_195	RI-23-11: Hanover County US 301 (Chamberlayne Road)	Highway	Hanover	$ 72,369,168	Medium	Medium	High	Medium
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Highway	Multi-Jurisdiction	$ 22,370,832	High	Medium	High	Low
P2F_197	US 288/US 250 interchange - New Park and Ride	Travel Demand Management	Henrico	$ 2,810,497	Low	Low	Medium	Low
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits - 2L to 4L	Highway	Ashland	$ 6,857,725	Low	Medium	High	Low
P2F_200	Rte 288 Widening (4L to 6L) - Rt 10 to Courthouse Rd	Highway	Chesterfield	$ 87,675,303	Medium	Medium	High	Medium

Mode Shift Scenario

Mode Shift Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_001	U.S. Route 1 Safety Improvements - England Street to Northern Town Limit	Highway	Ashland	$ 64,479,925	Low	Medium	High	Medium
P2F_002	U.S. Route 1 Safety Improvements - Ashcake Road to Southern Town Limit	Highway	Ashland	$ 61,549,115	Low	Medium	High	Low
P2F_003	West Vaughan Road Grade Separation	Highway	Ashland	$ 26,734,999	Low	Low	High	High
P2F_004	Ashcake Road Grade Separation	Highway	Ashland	$ 12,278,289	Low	High	Medium	Low
P2F_005	Park and Ride on US 301 Corridor	Travel Demand Management	Hanover	$ 24,080,976	Low	Low	Low	Low
P2F_008	Creighton Rd Road Widening - I-295 to Cold Harbor Rd	Highway	Hanover	$ 26,935,606	Low	Medium	Medium	High
P2F_009	I-295 Auxiliary Lane - I-95 Southbound Branch to Chamberlayne Rd (Exit- 41) off ramp	Highway	Hanover	$ 658,423	Medium	Medium	High	High
P2F_010	I-295 & Creighton Rd Interchange Modification - I-295 NB to Creighton Rd NB	Highway	Hanover	$ 3,726,560	Medium	Medium	Medium	Medium
P2F_013	Ashland Rd Road Widening - Henrico Co. Line to US-33	Highway	Hanover	$ 131,316,561	Low	High	High	High
P2F_014	Ashland Rd Road Widening - US-33 to Blanton Rd	Highway	Hanover	$ 83,298,552	Low	Medium	High	High
P2F_015	Rural Point Rd Road Widening - US-301 to Studley Rd	Highway	Hanover	$ 93,582,865	Low	Medium	High	Medium
P2F_016	Rural Point Rd Road Widening - Studley Rd to Pole Green Rd	Highway	Hanover	$ 65,077,870	Low	High	Medium	Medium
P2F_017	Meadowbridge Rd Road Widening - Henrico Co. Line to Atlee Rd	Highway	Hanover	$ 23,224,219	Low	High	High	Medium
P2F_018	Pouncey Tract Rd Road Widening - Henrico Co. Line to Ashland Rd	Highway	Hanover	$ 4,449,707	Low	Medium	Medium	Medium
P2F_019	Lewistown Rd/Lakeridge Pkwy or Ashland Park and Ride	Travel Demand Management	Hanover	$ 8,709,665	Low	Low	Medium	Low
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Highway	Hanover	$ 95,512,773	Low	Medium	High	Low
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Highway	Hanover	$ 95,825,599	Low	High	High	High
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Highway	Hanover	$ 27,524,751	Low	High	High	High
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Highway	Henrico	$ 58,742,453	Low	High	High	High
P2F_027	Cox Rd - Separated Bike Lane	Active Transportation	Henrico	$ 10,129,579	Medium	High	Medium	Medium
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Highway	Henrico	$ 63,301,569	Low	High	High	High
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Highway	Henrico	$ 43,837,651	Low	Medium	Medium	High
P2F_030	Darbytown Rd Widening - City limits to Laburnum Ave	Highway	Henrico	$ 123,096,125	Low	High	High	High
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Highway	Henrico	$ 37,703,756	Medium	Medium	Medium	High
P2F_032	I- 64 & N. Gayton Rd New Interchange	Highway	Henrico	$ 178,740,878	Low	High	High	High
P2F_033	I-295 Auxiliary Lane from I-64 WB on-ramp to Nuckols Road SB (Exit 51)	Highway	Henrico	$ 50,851,676	Medium	Medium	Medium	High
P2F_034	I-295 Interchange Modification (Exit 43)	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_035	I-295 Interchange Modification - Exit 43 to end of Collector-Distributor Lane	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_036	I-295 at US-60-Technology Blvd - New Park and Ride Lot	Travel Demand Management	Henrico	$ 8,767,530	Low	Low	Medium	Low
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,878,562	Low	High	High	High
P2F_041	I-64 Auxiliary Lane - Between Exit 178 and Exit 180 (both directions) & US-250 EB to I-64 EB ramp widening	Highway	Henrico	$ 132,039,006	Medium	High	High	High
P2F_043	I-64 Auxiliary Lane - Between Exit 181 and Exit 183	Highway	Henrico	$ 90,130,211	Medium	Medium	High	High
P2F_044	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Westbound	Highway	Henrico	$ 37,629,659	High	High	High	Low
P2F_045	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Eastbound	Highway	Henrico	$ 36,285,742	Medium	High	High	High
P2F_046	I-64/US-60 at Laburnum Rd - New Park and Ride Lot	Travel Demand Management	Henrico	$ 8,767,530	Low	Low	Medium	Low
P2F_047	Southside Transfer Center	Transit	Richmond	$ 17,535,061	Medium	Low	Low	Low
P2F_048	Downtown Transfer Center	Transit	Richmond	$ 87,675,303	High	Low	Low	Low
P2F_049	Northside Transfer Center	Transit	Multi-Jurisdiction	$ 13,439,164	Medium	Low	Low	Low
P2F_050	North-South BRT - Phase 1 - Azalea to Downtown to Stonebridge	Transit	Multi-Jurisdiction	$ 537,566,552	High	High	High	Low
P2F_051	Western BRT Extension - Phase 1 - Willow Lawn to Parham	Transit	Multi-Jurisdiction	$ 87,354,565	High	High	Medium	Medium

Mode Shift Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Transit	Multi-Jurisdiction	$ 175,350,605	High	High	Medium	Medium
P2F_053	North-South BRT (VCC to Azalea) - Phase 2a	Transit	Multi-Jurisdiction	$ 149,048,015	High	High	High	Medium
P2F_054	North-South BRT (Stonebridge to Walmart Way) - Phase 2b	Transit	Chesterfield	$ 175,350,605	High	High	High	Low
P2F_055	Western BRT Extension - Phase 2 - Parham to Short Pump	Transit	Henrico	$ 114,232,892	High	High	High	High
P2F_056	West End South BRT	Transit	Multi-Jurisdiction	$ 526,051,816	High	Medium	High	Medium
P2F_057	Mechanicsville Turnpike BRT	Transit	Multi-Jurisdiction	$ 306,863,559	High	Medium	High	Low
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 DDI to Parrish Rd	Highway	New Kent	$ 25,552,090	Low	Medium	Medium	High
P2F_059	Shared Use Path: Providence Forge to Lanexa along US-60	Active Transportation	New Kent	$ 45,733,191	Low	Medium	Medium	Medium
P2F_060	Shared Use Path: Eltham to Lanexa	Active Transportation	New Kent	$ 56,522,514	Medium	Medium	Medium	Medium
P2F_061	Shared Use Path: New Kent Courthouse to Talleysville along 249	Active Transportation	New Kent	$ 28,775,034	Low	Medium	Medium	Medium
P2F_062	Shared Use Path: Talleysville to Charles City County line along 249/106	Active Transportation	New Kent	$ 28,775,034	Low	Medium	Medium	Medium
P2F_063	Shared Use Path: Courthouse Rd from Rte 249 to Charles City County Line	Active Transportation	New Kent	$ 34,942,115	Low	Medium	Medium	Medium
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Highway	Richmond	$ 107,513,310	Medium	High	High	Low
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Active Transportation	Richmond	$ 50,647,896	High	High	High	High
P2F_076	Chippenham Parkway at US-360/Hull St Interchange Improvements	Highway	Multi-Jurisdiction	$ 87,675,303	Medium	High	High	Low
P2F_077	Route 1 Great Streets Improvements	Highway	Richmond	$ 263,025,908	High	High	High	Low
P2F_078	Hull Street Intersection & Pedestrian Improvements - Hull Street at Midlothian Turnpike & Clopton Street	Highway	Richmond	$ 36,285,742	High	Medium	Medium	Medium
P2F_081	US-60 & Belt Blvd Interchange Improvements	Highway	Richmond	$ 42,084,145	High	High	Medium	Medium
P2F_082	VA-10 & Walmsley Blvd	Highway	Richmond	$ 17,296,213	High	Medium	Medium	Medium
P2F_083	VA-161 & Broad Rock Blvd	Highway	Richmond	$ 22,567,635	High	Medium	Medium	Medium
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Highway	Richmond	$ 14,914,838	High	Medium	High	Medium
P2F_085	New Ashcake Rd Road Extension from New Ashcake Rd to Air Park Rd	Highway	Hanover	$ 39,900,877	Low	High	High	High
P2F_086	I-95 & Parham Rd Interchange Modification	Highway	Henrico	$ 68,386,736	Medium	High	High	Medium
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Highway	Henrico	$ 11,557,681	Low	High	Medium	High
P2F_088	Shared Use Path: Fall Line Trail to Virginia Center Commons	Active Transportation	Henrico	$ 2,476,119	Low	Medium	Medium	Medium
P2F_089	Masonic Ln/Brittles Ln Widening	Highway	Henrico	$ 49,273,520	Low	High	High	Medium
P2F_090	Mountain Rd - Shared Use Path	Active Transportation	Henrico	$ 17,470,913	Low	High	Medium	Medium
P2F_091	N Gayton Rd Widening	Highway	Henrico	$ 43,486,950	Low	High	Medium	Medium
P2F_092	Nuckols Rd Widening with pedestrian facilities - Shady Grove Rd - Springfield Rd	Highway	Henrico	$ 33,765,264	Low	High	High	High
P2F_093	Pemberton Rd Widening with pedestrian facilities - Quioccasin Rd to US-250	Highway	Henrico	$ 56,444,488	Low	High	High	High
P2F_094	Pouncey Tract Rd Widening with pedestrian facilities - N Gayton Rd to Grey Oaks Park Dr	Highway	Henrico	$ 22,795,579	Low	High	Medium	High
P2F_095	Pouncey Tract Rd Widening with pedestrian facilities - W Broad St to N Gayton Rd	Highway	Henrico	$ 28,815,277	Low	High	High	High
P2F_096	Pouncey Tract Rd Widening with bike & pedestrian facilities - Nuckols Rd to Grey Oaks Park D	Highway	Henrico	$ 17,535,061	Low	High	Medium	Medium
P2F_099	S Airport Dr Widening with bike & pedestrian facilities - Audubon Dr to Williamsburg Rd	Highway	Henrico	$ 7,391,540	Low	Medium	Medium	Medium
P2F_100	Three Chopt Rd Widening with pedestrian facilities - Gaskins to Parham	Highway	Henrico	$ 47,037,073	Low	High	High	Low
P2F_101	Three Chopt Rd Widening with pedestrian facilities - Skipwith to Horsepen	Highway	Henrico	$ 20,158,746	Low	Medium	High	High
P2F_102	Woodman Rd Widening with pedestrian facilities - Hermitage to Hilliard	Highway	Henrico	$ 8,767,530	Low	Medium	Medium	Medium
P2F_103	Woodman Rd Widening with pedestrian facilities - Mountain to Hungary	Highway	Henrico	$ 140,280,484	Low	High	High	High
P2F_105	Springfield Rd Relocation with bicycle/pedestrian facilities - Francistown to Olde Millbrooke Way	Highway	Henrico	$ 65,077,870	Low	High	High	Low

Mode Shift Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_107	Route 60/Route 33/Beulah Rd Roundabout & Gateway Project	Highway	Henrico	$ 23,185,418	High	Medium	Medium	Medium
P2F_108	Nine Mile Rd Operational & Safety Improvements - Gordons Ln to Dabbs House Rd	Highway	Henrico	$ 30,029,943	High	Medium	Medium	High
P2F_109	Shared Use Path: Nuckols Rd Trail - Springfield Rd to Francistown Rd	Active Transportation	Henrico	$ 8,161,064	Medium	High	Medium	Medium
P2F_110	Shared Use Path: Monument Ave - Willow Lawn Dr to Bremo Rd	Active Transportation	Henrico	$ 13,439,164	Medium	High	Medium	Medium
P2F_111	Shared Use Path: Westham Trail - VA-150 to Goochland County Boundary	Active Transportation	Henrico	$ 52,605,182	Medium	Medium	Medium	Medium
P2F_112	Shared Use Path: RF&P Trails - Glen Allen Elementary to Glover Park	Active Transportation	Henrico	$ 14,514,297	Low	Medium	Medium	Medium
P2F_113	Shared Use Path: New Market Heights Trail - Four Mile Creek Park to Deep Bottom Park	Active Transportation	Henrico	$ 56,112,194	Low	Medium	Medium	Medium
P2F_114	Shared Use Path: Wilton on the James Trail	Active Transportation	Henrico	$ 6,719,582	Low	Medium	Medium	Medium
P2F_116	Gayton Rd Operational & Safety Improvements - Pump Rd to John Rolfe Pkwy	Highway	Henrico	$ 17,535,061	Medium	Medium	Medium	Medium
P2F_117	Patterson Ave Operational & Safety Improvements - Three Chopt to Pump Rd	Highway	Henrico	$ 40,317,491	Medium	Medium	High	Medium
P2F_118	Parham Rd Operational & Safety Improvements - St Charles Rd to Chamberlayne Avenue	Highway	Henrico	$ 11,255,088	Medium	High	High	Low
P2F_119	Parham Road Operational & Safety Improvements - Holly Hill to Three Chopt	Highway	Henrico	$ 25,230,888	High	Medium	Medium	Low
P2F_120	W. Broad St - I-64 to Goochland line	Highway	Henrico	$ 115,731,399	High	High	High	High
P2F_121	Route 1/Brook Rd Operational & Safety Improvements - Parham to Magnolia Ridge	Highway	Henrico	$ 20,158,746	Medium	Medium	High	Medium
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Highway	Henrico	$ 11,020,114	Medium	Medium	High	Low
P2F_124	Nine Mile Rd Operational & Safety Improvements - Dabbs House to Laburnum	Highway	Henrico	$ 26,302,591	Medium	Medium	Medium	Low
P2F_125	S. Laburnum Ave Operational & Safety Improvements - Williamsburg to Nine Mile	Highway	Henrico	$ 28,406,798	High	Medium	High	Medium
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Highway	Henrico	$ 18,277,263	Low	Medium	High	Medium
P2F_127	Staples Mill Rd & Old Staples Mill Intersection Improvement	Highway	Henrico	$ 17,535,061	Low	Medium	Medium	Medium
P2F_128	US-1 & E Parham Rd Intersection Improvement	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Highway	Henrico	$ 13,439,164	Low	Medium	High	High
P2F_135	VA Center Commons/I-295/I-95 - New Park and Ride Lot	Travel Demand Management	Henrico	$ 14,554,100	Low	Low	Medium	Low
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,428,358	Low	High	High	High
P2F_137	W Broad St and Parham Rd area - New Park and Ride Lot & Transfer Station	Transit	Henrico	$ 17,535,061	Low	Low	Medium	Low
P2F_140	Shared Use Path: VCT to New Kent County Line on Rte 106	Active Transportation	Charles City	$ 53,439,850	Low	Medium	Medium	Medium
P2F_141	Shared Use Path: School Complex to New Kent County Line on Rte 155	Active Transportation	Charles City	$ 53,953,628	Low	Medium	Medium	Medium
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Highway	Goochland	$ 64,320,356	Low	High	High	High
P2F_146	Shared Use Path: River Road West (Route 6)	Active Transportation	Goochland	$ 26,911,057	Medium	Medium	Medium	Medium
P2F_147	Shared Use Path: East End/West Creek Trail	Active Transportation	Goochland	$ 15,753,388	Medium	High	Medium	Medium
P2F_148	Andersons Highway Corridor Safety Improvements	Highway	Powhatan	$ 20,158,746	Medium	High	Medium	Low
P2F_157	Charter Colony Pkwy (Rolling Spring Rd - Woolridge Rd) Widening	Highway	Chesterfield	$ 21,368,270	Low	High	High	High
P2F_158	Shared Use Path: VA-150 to Jessup Road	Active Transportation	Chesterfield	$ 1,987,649	Medium	Medium	Medium	Medium
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony Pkwy	Highway	Chesterfield	$ 18,949,221	Low	Medium	Medium	High
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Highway	Chesterfield	$ 6,211,683	High	High	Medium	Medium
P2F_163	Powhite Parkway Extension, Phase 2 (4-lane concept) - Woolridge Rd to Duval Rd	Highway	Chesterfield	$ 885,520,557	Low	High	High	High
P2F_164	Route 1/Willis Road Intersection Improvements	Highway	Chesterfield	$ 8,767,530	Medium	Medium	Medium	Low
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Highway	Chesterfield	$ 63,578,622	Medium	High	Medium	High
P2F_169	Rt 60/Woolridge Innovative Intersection	Highway	Chesterfield	$ 52,605,182	Medium	High	Medium	Low
P2F_170	I-95 (Willis Road to Route 10) - Widening (6 to 8)	Highway	Chesterfield	$ 119,205,383	High	High	High	High
P2F_175	Route 76 ITS Investments	Highway	Chesterfield	$ 21,042,073	High	Low	Low	Low
P2F_176	Route 288 ITS Investments (Phase 2)	Highway	Chesterfield	$ 21,042,073	High	Low	Low	Low

Mode Shift Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_177	Route 150 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_178	I-95 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_188	Huguenot Rd Capacity & Safety Improvements - Robious Rd to Cranbeck Rd	Highway	Chesterfield	$ 56,294,488	Medium	High	Medium	High
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Active Transportation	Chesterfield	$ 81,631,497	High	High	Medium	High
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements	Highway	Chesterfield	$ 15,703,756	Medium	Medium	Medium	High
P2F_193	I-95 from Exit 62 (VA-288) to Exit 64 (Willis Rd) Road Widening) 6-8 lanes	Highway	Chesterfield	$ 20,767,540	High	Medium	High	Medium
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Highway	Multi-Jurisdiction	$ 29,188,862	High	Medium	High	Low
P2F_197	US 288/US 250 interchange - New Park and Ride	Travel Demand Management	Henrico	$ 2,810,497	Low	Low	Medium	Low
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits - 2L to 4L	Highway	Ashland	$ 8,188,482	Low	Medium	High	Low
P2F_200	Rte 288 Widening (4L to 6L) - Rt 10 to Courthouse Rd	Highway	Chesterfield	$ 87,675,303	Medium	Medium	High	Medium

Transformative Benefit Scenario

Transformative Benefit Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_003	West Vaughan Road Grade Separation	Highway	Ashland	$ 41,652,257	Low	Low	High	High
P2F_009	I-295 Auxiliary Lane - I-95 Southbound Branch to Chamberlayne Rd (Exit- 41) off ramp	Highway	Hanover	$ 658,423	Medium	Medium	High	High
P2F_013	Ashland Rd Road Widening - Henrico Co. Line to US-33	Highway	Hanover	$ 131,316,561	Low	High	High	High
P2F_014	Ashland Rd Road Widening - US-33 to Blanton Rd	Highway	Hanover	$ 83,298,552	Low	Medium	High	High
P2F_015	Rural Point Rd Road Widening - US-301 to Studley Rd	Highway	Hanover	$ 93,582,865	Low	Medium	High	Medium
P2F_017	Meadowbridge Rd Road Widening - Henrico Co. Line to Atlee Rd	Highway	Hanover	$ 30,302,338	Low	High	High	Medium
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Highway	Hanover	$ 95,512,773	Low	Medium	High	Low
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Highway	Hanover	$ 95,825,599	Low	High	High	High
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Highway	Hanover	$ 35,913,557	Low	High	High	High
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Highway	Hanover	$ 58,742,453	Low	High	High	High
P2F_030	Darbytown Rd Widening - City limits to Laburnum Ave	Highway	Henrico	$ 123,096,125	Low	High	High	High
P2F_032	I- 64 & N. Gayton Rd New Interchange	Highway	Henrico	$ 149,692,672	Low	High	High	High
P2F_035	I-295 Interchange Modification - Exit 43 to end of Collector-Distributor Lane	Highway	Henrico	$ 17,535,061	Medium	Medium	High	Medium
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,878,562	Low	High	High	High
P2F_041	I-64 Auxiliary Lane - Between Exit 178 and Exit 180 (both directions) & US-250 EB to I-64 EB ramp widening	Highway	Henrico	$ 132,039,006	Medium	High	High	High
P2F_043	I-64 Auxiliary Lane - Between Exit 181 and Exit 183	Highway	Henrico	$ 90,130,211	Medium	Medium	High	High
P2F_044	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Westbound	Highway	Henrico	$ 49,098,169	High	High	High	Low
P2F_045	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Eastbound	Highway	Henrico	$ 47,344,663	Medium	High	High	High
P2F_050	North-South BRT - Phase 1 - Azalea to Downtown to Stonebridge	Transit	Multi-Jurisdiction	$ 537,566,552	High	High	High	Low
P2F_051	Western BRT Extension - Phase 1 - Willow Lawn to Parham	Transit	Multi-Jurisdiction	$ 113,977,893	High	High	Medium	Medium
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Transit	Multi-Jurisdiction	$ 175,350,605	High	High	Medium	Medium
P2F_053	North-South BRT (VCC to Azalea) - Phase 2a	Transit	Henrico	$ 149,048,015	High	High	High	Medium
P2F_054	North-South BRT (Stonebridge to Walmart Way) - Phase 2b	Transit	Chesterfield	$ 134,391,638	High	High	High	Low
P2F_055	Western BRT Extension - Phase 2 - Parham to Short Pump	Transit	Henrico	$ 149,048,015	High	High	High	High
P2F_056	West End South BRT	Transit	Multi-Jurisdiction	$ 403,174,914	High	Medium	High	Medium
P2F_057	Mechanicsville Turnpike BRT	Transit	Multi-Jurisdiction	$ 306,863,559	High	Medium	High	Low
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Highway	Richmond	$ 140,280,484	Medium	High	High	Low
P2F_070	New interchange of I-95 with Bellemeade Road	Highway	Richmond	$ 438,376,513	Medium	High	High	Low
P2F_073	Reconnect Jackson Ward - I-95/I-64 Cap	Highway	Richmond	$ 350,701,211	High	Low	Low	Low
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Active Transportation	Richmond	$ 60,476,237	High	High	High	High
P2F_076	Chippenham Parkway at US-360/Hull St Interchange Improvements	Highway	Multi-Jurisdiction	$ 87,675,303	Medium	High	High	Low
P2F_077	Route 1 Great Streets Improvements	Highway	Richmond	$ 263,025,908	High	High	High	Low
P2F_078	Hull Street Intersection & Pedestrian Improvements - Hull Street at Midlothian Turnpike & Clopton Street	Highway	Richmond	$ 47,344,663	High	Medium	Medium	Medium
P2F_079	Walmsley Boulevard Extension & Shared Use Path	Highway	Richmond	$ 143,787,496	Low	High	High	Low
P2F_085	New Ashcake Rd Road Extension from New Ashcake Rd to Air Park Rd	Highway	Hanover	$ 52,061,595	Low	High	High	High
P2F_086	I-95 & Parham Rd Interchange Modification	Highway	Henrico	$ 68,386,736	Medium	High	High	Medium
P2F_088	Shared Use Path: Fall Line Trail to Virginia Center Commons	Active Transportation	Henrico	$ 2,956,616	Low	Medium	Medium	Medium
P2F_089	Masonic Ln/Brittles Ln Widening	Highway	Henrico	$ 49,273,520	Low	High	High	Medium
P2F_092	Nuckols Rd Widening with pedestrian facilities - Shady Grove Rd - Springfield Rd	Highway	Henrico	$ 33,765,264	Low	High	High	High

Transformative Benefit Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_093	Pemberton Rd Widening with pedestrian facilities - Quioccasin Rd to US-250	Highway	Henrico	$ 73,647,254	Low	High	High	High
P2F_095	Pouncey Tract Rd Widening with pedestrian facilities - W Broad St to N Gayton Rd	Highway	Henrico	$ 44,893,262	Low	High	High	High
P2F_099	S Airport Dr Widening with bike & pedestrian facilities - Audubon Dr to Williamsburg Rd	Highway	Henrico	$ 9,644,283	Low	Medium	Medium	Medium
P2F_100	Three Chopt Rd Widening with pedestrian facilities - Gaskins to Parham	Highway	Henrico	$ 61,372,712	Low	High	High	Low
P2F_103	Woodman Rd Widening with pedestrian facilities - Mountain to Hungary	Highway	Henrico	$ 140,280,484	Low	High	High	High
P2F_105	Springfield Rd Relocation with bicycle/pedestrian facilities - Francistown to Olde Millbrooke Way	Highway	Henrico	$ 65,077,870	Low	High	High	Low
P2F_108	Nine Mile Rd Operational & Safety Improvements - Gordons Ln to Dabbs House Rd	Highway	Henrico	$ 39,182,265	High	Medium	Medium	High
P2F_117	Patterson Ave Operational & Safety Improvements - Three Chopt to Pump Rd	Highway	Henrico	$ 52,605,182	Medium	Medium	High	Medium
P2F_118	Parham Rd Operational & Safety Improvements - St Charles Rd to Chamberlayne Avenue	Highway	Henrico	$ 17,535,061	Medium	High	High	Low
P2F_120	W. Broad St - I-64 to Goochland line	Highway	Henrico	$ 115,731,399	High	High	High	High
P2F_121	Route 1/Brook Rd Operational & Safety Improvements - Parham to Magnolia Ridge	Highway	Henrico	$ 26,302,591	Medium	Medium	High	Medium
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,428,358	Low	High	High	High
P2F_142	River Road West (Route 6) Widening & Shared Use Path	Highway	Goochland	$ 286,422,939	Medium	Medium	High	High
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Highway	Goochland	$ 64,320,356	Low	High	High	High
P2F_148	Andersons Highway Corridor Safety Improvements	Highway	Powhatan	$ 26,302,591	Medium	High	Medium	Low
P2F_157	Charter Colony Pkwy (Rolling Spring Rd - Woolridge Rd) Widening	Highway	Chesterfield	$ 27,880,746	Low	High	High	High
P2F_158	Shared Use Path: VA-150 to Jessup Road	Active Transportation	Chesterfield	$ 1,987,649	Medium	Medium	Medium	Medium
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Highway	Chesterfield	$ 9,677,600	High	High	Medium	Medium
P2F_163	Powhite Parkway Extension, Phase 2 (4-lane concept) - Woolridge Rd to Duval Rd	Highway	Chesterfield	$ 678,677,771	Low	High	High	High
P2F_170	I-95 (Willis Road to Route 10) - Widening (6 to 8)	Highway	Chesterfield	$ 119,205,383	High	High	High	High
P2F_173	288/360: Route 360/Commonwealth Centre Parkway/Old Hundred Road - Diverging Diamond Interchange	Highway	Chesterfield	$ 248,997,860	Medium	High	High	Low
P2F_188	Huguenot Rd Capacity & Safety Improvements - Robious Rd to Cranbeck Rd	Highway	Chesterfield	$ 56,294,488	Medium	High	Medium	High
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Active Transportation	Chesterfield	$ 81,631,497	High	High	Medium	High
P2F_193	I-95 from Exit 62 (VA-288) to Exit 64 (Willis Rd) Road Widening) 6-8 lanes	Highway	Chesterfield	$ 27,096,929	High	Medium	High	Medium
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits - 2L to 4L	Highway	Ashland	$ 10,684,112	Low	Medium	High	Low
P2F_199	288/360: Route 288 NB (Route 360 - Powhite Parkway) CD Road	Highway	Chesterfield	$ 526,051,816	Medium	Medium	High	High
P2F_200	Rte 288 Widening (4L to 6L) - Rt 10 to Courthouse Rd	Highway	Chesterfield	$ 87,675,303	Medium	Medium	High	Medium

Cost Effective Scenario

Cost Effective Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_001	U.S. Route 1 Safety Improvements - England Street to Northern Town Limit	Highway	Ashland	$ 64,479,925	Low	Medium	High	Medium
P2F_002	U.S. Route 1 Safety Improvements - Ashcake Road to Southern Town Limit	Highway	Ashland	$ 61,549,115	Low	Medium	High	Low
P2F_003	West Vaughan Road Grade Separation	Highway	Ashland	$ 26,734,999	Low	Low	High	High
P2F_004	Ashcake Road Grade Separation	Highway	Ashland	$ 12,278,289	Low	High	Medium	Low
P2F_007	US-33 Road Widening - Winns Church Rd to Ashland Rd	Highway	Hanover	$ 75,490,189	Low	Medium	High	High
P2F_008	Creighton Rd Road Widening - I-295 to Cold Harbor Rd	Highway	Hanover	$ 26,935,606	Low	Medium	Medium	High
P2F_009	I-295 Auxiliary Lane - I-95 Southbound Branch to Chamberlayne Rd (Exit- 41) off ramp	Highway	Hanover	$ 658,423	Medium	Medium	High	High
P2F_010	I-295 & Creighton Rd Interchange Modification - I-295 NB to Creighton Rd NB	Highway	Hanover	$ 4,449,707	Medium	Medium	Medium	Medium
P2F_011	Pole Green Rd Road Widening - Rural Point Rd to Walnut Grove Rd	Highway	Hanover	$ 54,665,551	Low	Medium	Medium	Medium
P2F_013	Ashland Rd Road Widening - Henrico Co. Line to US-33	Highway	Hanover	$ 131,316,561	Low	High	High	High
P2F_014	Ashland Rd Road Widening - US-33 to Blanton Rd	Highway	Hanover	$ 83,298,552	Low	Medium	High	High
P2F_015	Rural Point Rd Road Widening - US-301 to Studley Rd	Highway	Hanover	$ 93,582,865	Low	Medium	High	Medium
P2F_016	Rural Point Rd Road Widening - Studley Rd to Pole Green Rd	Highway	Hanover	$ 65,077,870	Low	High	Medium	Medium
P2F_017	Meadowbridge Rd Road Widening - Henrico Co. Line to Atlee Rd	Highway	Hanover	$ 23,224,219	Low	High	High	Medium
P2F_018	Pouncey Tract Rd Road Widening - Henrico Co. Line to Ashland Rd	Highway	Hanover	$ 5,805,859	Low	Medium	Medium	Medium
P2F_020	US 301 Widening - Hanover HS to Peaks Rd/Georgetown Rd	Highway	Hanover	$ 95,512,773	Low	Medium	High	Low
P2F_021	US 301 Widening - Peaks Rd/Georgetown Rd to US-54	Highway	Hanover	$ 95,825,599	Low	High	High	High
P2F_023	Rt. 33 Widening Ph. 1 - Chickahominy River to Winns Church Rd	Highway	Hanover	$ 27,524,751	Low	High	High	High
P2F_026	Church Rd Widening - Three Chopt Rd to John Rolfe Pkwy	Highway	Henrico	$ 58,742,453	Low	High	High	High
P2F_027	Cox Rd - Separated Bike Lane	Active Transportation	Henrico	$ 12,095,247	Medium	High	Medium	Medium
P2F_028	Creighton Rd Widening - Cedar Fork Rd to Hanover County Line	Highway	Henrico	$ 63,301,569	Low	High	High	High
P2F_029	Creighton Rd Widening - Sandy Ln to Richmond City Limits	Highway	Henrico	$ 43,837,651	Low	Medium	Medium	High
P2F_030	Darbytown Rd Widening - City limits to Laburnum Ave	Highway	Henrico	$ 123,096,125	Low	High	High	High
P2F_031	Glenside Drive and Horsepen Road Safety Improvements	Highway	Henrico	$ 37,703,756	Medium	Medium	Medium	High
P2F_032	I- 64 & N. Gayton Rd New Interchange	Highway	Henrico	$ 178,740,878	Low	High	High	High
P2F_033	I-295 Auxiliary Lane from I-64 WB on-ramp to Nuckols Road SB (Exit 51)	Highway	Henrico	$ 50,851,676	Medium	Medium	Medium	High
P2F_034	I-295 Interchange Modification (Exit 43)	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_035	I-295 Interchange Modification - Exit 43 to end of Collector-Distributor Lane	Highway	Henrico	$ 13,439,164	Medium	Medium	High	Medium
P2F_040	I-64 at I-295 in Short Pump - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,878,562	Low	High	High	High
P2F_041	I-64 Auxiliary Lane - Between Exit 178 and Exit 180 (both directions) & US-250 EB to I-64 EB ramp widening	Highway	Henrico	$ 132,039,006	Medium	High	High	High
P2F_043	I-64 Auxiliary Lane - Between Exit 181 and Exit 183	Highway	Henrico	$ 90,130,211	Medium	Medium	High	High
P2F_044	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Westbound	Highway	Henrico	$ 37,629,659	High	High	High	Low
P2F_045	I-64 Auxiliary Lane - Between Exit 183 and Exit 185 Eastbound	Highway	Henrico	$ 36,285,742	Medium	High	High	High
P2F_049	Northside Transfer Center	Transit	Multi-Jurisdiction	$ 17,535,061	Medium	Low	Low	Low
P2F_050	North-South BRT - Phase 1 - Azalea to Downtown to Stonebridge	Transit	Multi-Jurisdiction	$ 537,566,552	High	High	High	Low
P2F_051	Western BRT Extension - Phase 1 - Willow Lawn to Parham	Transit	Multi-Jurisdiction	$ 87,354,565	High	High	Medium	Medium
P2F_052	Eastern BRT Airport Extension - Rocketts Landing to Airport	Transit	Multi-Jurisdiction	$ 175,350,605	High	High	Medium	Medium
P2F_053	North-South BRT (VCC to Azalea) - Phase 2a	Transit	Henrico	$ 114,232,892	High	High	High	Medium
P2F_054	North-South BRT (Stonebridge to Walmart Way) - Phase 2b	Transit	Chesterfield	$ 134,391,638	High	High	High	Low
P2F_055	Western BRT Extension - Phase 2 - Parham to Short Pump	Transit	Henrico	$ 114,232,892	High	High	High	High

Cost Effective Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_056	West End South BRT	Transit	Multi-Jurisdiction	$ 526,051,816	High	Medium	High	Medium
P2F_057	Mechanicsville Turnpike BRT	Transit	Multi-Jurisdiction	$ 306,863,559	High	Medium	High	Low
P2F_058	Route 106 Widening (2L to 4L): City Center/I-64 DDI to Parrish Rd	Highway	New Kent	$ 25,552,090	Low	Medium	Medium	High
P2F_065	Belvidere I-95/I-64 Interchange Improvements	Highway	Richmond	$ 140,280,484	Medium	High	High	Low
P2F_074	Shared Use Path: Fall Line Trail - Richmond Sections	Active Transportation	Richmond	$ 50,647,896	High	High	High	High
P2F_076	Chippenham Parkway at US-360/Hull St Interchange Improvements	Highway	Multi-Jurisdiction	$ 87,675,303	Medium	High	High	Low
P2F_077	Route 1 Great Streets Improvements	Highway	Richmond	$ 263,025,908	High	High	High	Low
P2F_078	Hull Street Intersection & Pedestrian Improvements - Hull Street at Midlothian Turnpike & Clopton Street	Highway	Richmond	$ 36,285,742	High	Medium	Medium	Medium
P2F_081	US-60 & Belt Blvd Interchange Improvements	Highway	Richmond	$ 42,084,145	High	High	Medium	Medium
P2F_082	VA-10 & Walmsley Blvd	Highway	Richmond	$ 17,296,213	High	Medium	Medium	Medium
P2F_083	VA-161 & Broad Rock Blvd	Highway	Richmond	$ 22,567,635	High	Medium	Medium	Medium
P2F_084	VA-161, Brookland Pkwy & Westwood Ave	Highway	Richmond	$ 14,914,838	High	Medium	High	Medium
P2F_085	New Ashcake Rd Road Extension from New Ashcake Rd to Air Park Rd	Highway	Hanover	$ 39,900,877	Low	High	High	High
P2F_086	I-95 & Parham Rd Interchange Modification	Highway	Henrico	$ 68,386,736	Medium	High	High	Medium
P2F_087	Lauderdale Dr Widening - Westbriar to Edenbury	Highway	Henrico	$ 11,557,681	Low	High	Medium	High
P2F_088	Shared Use Path: Fall Line Trail to Virginia Center Commons	Active Transportation	Henrico	$ 2,476,119	Low	Medium	Medium	Medium
P2F_089	Masonic Ln/Brittles Ln Widening	Highway	Henrico	$ 49,273,520	Low	High	High	Medium
P2F_090	Mountain Rd - Shared Use Path	Active Transportation	Henrico	$ 22,795,579	Low	High	Medium	Medium
P2F_091	N Gayton Rd Widening	Highway	Henrico	$ 43,486,950	Low	High	Medium	Medium
P2F_092	Nuckols Rd Widening with pedestrian facilities - Shady Grove Rd - Springfield Rd	Highway	Henrico	$ 33,765,264	Low	High	High	High
P2F_093	Pemberton Rd Widening with pedestrian facilities - Quioccasin Rd to US-250	Highway	Henrico	$ 56,444,488	Low	High	High	High
P2F_094	Pouncey Tract Rd Widening with pedestrian facilities - N Gayton Rd to Grey Oaks Park Dr	Highway	Henrico	$ 22,795,579	Low	High	Medium	High
P2F_095	Pouncey Tract Rd Widening with pedestrian facilities - W Broad St to N Gayton Rd	Highway	Henrico	$ 28,815,277	Low	High	High	High
P2F_096	Pouncey Tract Rd Widening with bike & pedestrian facilities - Nuckols Rd to Grey Oaks Park D	Highway	Henrico	$ 17,535,061	Low	High	Medium	Medium
P2F_099	S Airport Dr Widening with bike & pedestrian facilities - Audubon Dr to Williamsburg Rd	Highway	Henrico	$ 9,644,283	Low	Medium	Medium	Medium
P2F_100	Three Chopt Rd Widening with pedestrian facilities - Gaskins to Parham	Highway	Henrico	$ 47,037,073	Low	High	High	Low
P2F_101	Three Chopt Rd Widening with pedestrian facilities - Skipwith to Horsepen	Highway	Henrico	$ 26,302,591	Low	Medium	High	High
P2F_102	Woodman Rd Widening with pedestrian facilities - Hermitage to Hilliard	Highway	Henrico	$ 8,767,530	Low	Medium	Medium	Medium
P2F_103	Woodman Rd Widening with pedestrian facilities - Mountain to Hungary	Highway	Henrico	$ 140,280,484	Low	High	High	High
P2F_105	Springfield Rd Relocation with bicycle/pedestrian facilities - Francistown to Olde Millbrooke V	Highway	Henrico	$ 65,077,870	Low	High	High	Low
P2F_107	Route 60/Route 33/Beulah Rd Roundabout & Gateway Project	Highway	Henrico	$ 23,185,418	High	Medium	Medium	Medium
P2F_108	Nine Mile Rd Operational & Safety Improvements - Gordons Ln to Dabbs House Rd	Highway	Henrico	$ 30,029,943	High	Medium	Medium	High
P2F_109	Shared Use Path: Nuckols Rd Trail - Springfield Rd to Francistown Rd	Active Transportation	Henrico	$ 12,714,672	Medium	High	Medium	Medium
P2F_110	Shared Use Path: Monument Ave - Willow Lawn Dr to Bremo Rd	Active Transportation	Henrico	$ 17,535,061	Medium	High	Medium	Medium
P2F_112	Shared Use Path: RF&P Trails - Glen Allen Elementary to Glover Park	Active Transportation	Henrico	$ 18,937,865	Low	Medium	Medium	Medium
P2F_114	Shared Use Path: Wilton on the James Trail	Active Transportation	Henrico	$ 8,767,530	Low	Medium	Medium	Medium
P2F_115	Williamsburg Rd Operational & Safety Improvements - Randall Ave to Charles City Rd	Highway	Henrico	$ 52,605,182	High	Medium	Medium	Medium
P2F_116	Gayton Rd Operational & Safety Improvements - Pump Rd to John Rolfe Pkwy	Highway	Henrico	$ 17,535,061	Medium	Medium	Medium	Medium
P2F_117	Patterson Ave Operational & Safety Improvements - Three Chopt to Pump Rd	Highway	Henrico	$ 40,317,491	Medium	Medium	High	Medium
P2F_118	Parham Rd Operational & Safety Improvements - St Charles Rd to Chamberlayne Avenue	Highway	Henrico	$ 11,255,088	Medium	High	High	Low

Cost Effective Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_119	Parham Road Operational & Safety Improvements - Holly Hill to Three Chopt	Highway	Henrico	$ 25,230,888	High	Medium	Medium	Low
P2F_120	W. Broad St - I-64 to Goochland line	Highway	Henrico	$ 115,731,399	High	High	High	High
P2F_121	Route 1/Brook Rd Operational & Safety Improvements - Parham to Magnolia Ridge	Highway	Henrico	$ 20,158,746	Medium	Medium	High	Medium
P2F_123	Route 301/Chamberlayne Rd - Azalea Ave to I-95	Highway	Henrico	$ 14,378,750	Medium	Medium	High	Low
P2F_124	Nine Mile Rd Operational & Safety Improvements - Dabbs House to Laburnum	Highway	Henrico	$ 26,302,591	Medium	Medium	Medium	Low
P2F_125	S. Laburnum Ave Operational & Safety Improvements - Williamsburg to Nine Mile	Highway	Henrico	$ 28,406,798	High	Medium	High	Medium
P2F_126	Staples Mill Rd Widening - Hungary Springs to Mountain Rd	Highway	Henrico	$ 18,277,263	Low	Medium	High	Medium
P2F_127	Staples Mill Rd & Old Staples Mill Intersection Improvement	Highway	Henrico	$ 17,535,061	Low	Medium	Medium	Medium
P2F_128	US-1 & E Parham Rd Intersection Improvement	Highway	Henrico	$ 17,535,061	Medium	Medium	High	Medium
P2F_130	US-250 & Pouncey Tract Rd Intersection Improvement	Highway	Henrico	$ 13,439,164	Low	Medium	High	High
P2F_131	W Broad St and Parham Rd Intersection Improvements	Highway	Henrico	$ 24,529,586	Medium	Medium	Medium	Low
P2F_136	Willow Lawn/Staples Mill - New Park and Ride Lot	Travel Demand Management	Henrico	$ 7,428,358	Low	High	High	High
P2F_144	Ashland Road (Route 623) Widening - North of I-64	Highway	Goochland	$ 64,320,356	Low	High	High	High
P2F_147	Shared Use Path: East End/West Creek Trail	Active Transportation	Goochland	$ 15,753,388	Medium	High	Medium	Medium
P2F_148	Andersons Highway Corridor Safety Improvements	Highway	Powhatan	$ 20,158,746	Medium	High	Medium	Low
P2F_157	Charter Colony Pkwy (Rolling Spring Rd - Woolridge Rd) Widening	Highway	Chesterfield	$ 17,895,590	Low	High	High	High
P2F_158	Shared Use Path: VA-150 to Jessup Road	Active Transportation	Chesterfield	$ 1,987,649	Medium	Medium	Medium	Medium
P2F_161	Brandermill Pkwy Widening - Powhite Pkwy to Charter Colony Pkwy	Highway	Chesterfield	$ 18,949,221	Low	Medium	Medium	High
P2F_162	VA-150 & Dalebrook Dr Interchange Modification - NB	Highway	Chesterfield	$ 6,211,683	High	High	Medium	Medium
P2F_163	Powhite Parkway Extension, Phase 2 (4-lane concept) - Woolridge Rd to Duval Rd	Highway	Chesterfield	$ 885,520,557	Low	High	High	High
P2F_164	Route 1/Willis Road Intersection Improvements	Highway	Chesterfield	$ 8,767,530	Medium	Medium	Medium	Low
P2F_167	VA-150 & Hopkins Rd Interchange Modification	Highway	Chesterfield	$ 63,578,622	Medium	High	Medium	High
P2F_168	Meadowville Technology Parkway Widening at I-295	Highway	Chesterfield	$ 40,330,639	Low	Medium	High	Medium
P2F_169	Rt 60/Woolridge Innovative Intersection	Highway	Chesterfield	$ 52,605,182	Medium	High	Medium	Low
P2F_170	I-95 (Willis Road to Route 10) - Widening (6 to 8)	Highway	Chesterfield	$ 119,205,383	High	High	High	High
P2F_172	Route 288/Route 1 Interchange Improvement	Highway	Chesterfield	$ 52,605,182	Medium	Medium	High	Low
P2F_175	Route 76 ITS Investments	Highway	Multi-Jurisdiction	$ 21,042,073	High	Low	Low	Low
P2F_176	Route 288 ITS Investments (Phase 2)	Highway	Chesterfield	$ 21,042,073	High	Low	Low	Low
P2F_177	Route 150 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_178	I-95 ITS Investments	Highway	Chesterfield	$ 16,126,997	High	Low	Low	Low
P2F_180	VA-150 & US-1 Interchange Modification	Highway	Chesterfield	$ 99,620,186	Medium	High	Medium	Low
P2F_183	Route 360/Harbour Pointe Pkwy/Mockingbird Ln - High Capacity Intersection	Highway	Chesterfield	$ 35,925,080	Medium	Medium	Medium	Low
P2F_185	RT 360 at Winterpock Rd/Shopping Center Entrance - High Capacity Intersection	Highway	Chesterfield	$ 38,533,911	Medium	Medium	Medium	Medium
P2F_188	Huguenot Rd Capacity & Safety Improvements - Robious Rd to Cranbeck Rd	Highway	Chesterfield	$ 56,294,488	Medium	High	Medium	High
P2F_190	Shared Use Path: Fall Line Trail - Chesterfield Sections	Active Transportation	Chesterfield	$ 81,631,497	High	High	Medium	High
P2F_191	Courthouse Rd at Cherylann Rd R-Cut & Bike/Ped Improvements	Highway	Chesterfield	$ 15,703,756	Medium	Medium	Medium	High
P2F_192	I-95 SB Auxiliary Lane	Highway	Chesterfield	$ 66,378,972	High	Medium	Medium	Medium
P2F_193	I-95 from Exit 62 (VA-288) to Exit 64 (Willis Rd) Road Widening) 6-8 lanes	Highway	Chesterfield	$ 20,767,540	High	Medium	High	Medium
P2F_194	Courthouse Rd at Dakins Dr R-Cut and Bike/Ped Improvements	Highway	Chesterfield	$ 26,335,964	Medium	Medium	Medium	Medium
P2F_195	RI-23-11: Hanover County US 301 (Chamberlayne Road)	Highway	Hanover	$ 72,369,168	Medium	Medium	High	Medium
P2F_196	I-64 WB Auxiliary Lane between Exits 185 and 186	Highway	Multi-Jurisdiction	$ 29,188,862	High	Medium	High	Low

Cost Effective Scenario

Project ID	Project Name	Category	Locality	Inflated Cost	Safety	Sustainability	Reliability	Resiliency
P2F_198	VA-54 Widening - Frances Rd to East Corporate Limits - 2L to 4L	Highway	Ashland	$ 6,857,725	Low	Medium	High	Low
P2F_200	Rte 288 Widening (4L to 6L) - Rt 10 to Courthouse Rd	Highway	Chesterfield	$ 87,675,303	Medium	Medium	High	Medium