



# CVTA Regional Project Selection and Allocation Framework –

Post Round 3 Revisions **\*WORKING\***

CVTA TAC – November 4, 2024



# Resolution of Parking Lot Items

1. Regional benefit
  - » Formula that factors in Benefit-Only?
  - » **Resolution:** provide benefit-only scores/rankings along with B/C scores/rankings
    - No update to framework language
2. Project readiness consideration in process
  - » Depends on funding source
  - » Need flexibility for EDA projects that arise
  - » **Resolution:** Do not need to update framework as to readiness because it depends on the funding source
    - VDOT/DRPT input on readiness as needed, no need to document in framework
3. Leveraging
  - » **Resolution:** include leveraging request in scorecards
    - No update to framework language

# Resolution of Parking Lot Items

## 4. Project Submissions – How to Consider Off-Cycle Existing and New Projects?

### » Existing Framework Language → Step 1: Project Submissions [page 2]

“The CVTA regional funding cycle will coincide with non-Smart Scale years (generally odd years). On the alternating years, funding requests for existing projects will be considered.”

### » **Resolution:** Off-cycle funding requests for new and existing projects (including leveraging) will be considered on a case-by-case basis.

1. TAC validates need for the off-cycle project request (project cannot wait for odd-year timeline)
2. Staff checks if funds are available in year needed (programming), if not, opportunities to re-program funds?
3. Staff -> reports on eligibility, scores, ranks and reviews against previous funding scenario, TAC to make recommendation to Authority

# Resolution of Parking Lot Items

## 5. Review Application Schedule

- » **Resolved:** Revised schedule for new and existing project requests
  - Application window opens: July 1, 2025
  - Application window closes: August 30, 2025 [2 months]
  - Applications processed by staff/consultants: September 1, 2025 - November 30, 2025 [3 months]
  - Application scoring review: November 2025 TAC meeting [1 month]
    - TAC member reviews – benefit scores only
  - TAC project revisions/recommendations: December 2026 TAC meeting [1 month]
  - Public review: January/February 2026 [1 month]
  - CVTA public hearing/action: February/March 2026 [1 month]
- » Possibly have two meetings in one month at end of the process
- » Concurrent activities cost validation and project scoring
- » Revised schedule allows applicants to react to scoring and adjust requested funding amounts

# Resolution of Parking Lot Items

6. Other localities support for project
  - » **Resolution:** Not a technical [TAC] measure, no update to framework language,
7. Adjusted funding request
  - » Iterative process, already included in framework
  - » **Resolution:** Improved schedule to allow time for iterative process, no update to framework language
8. Project Scoring and Ranking - Order of selection by category?
  - » **Resolution:** Staff initial funding recommendation based on first pass for all categories, TAC to discuss how to allocate balance, no update to framework language
9. Project Scoring and Ranking - Questions on how Transit Transfer Station is scored
  - » **Pending:** Evaluate Activity Center Measure for the Transit Category
10. Project Scoring and Ranking - Is there a better way to score PE Only projects?
  - » **Resolution:** PE Only project compared to other PE Only projects, no proposed changes to scoring

# Resolution of Parking Lot Items

11. Templates for Scorecards and Draft Recommended Funding Scenario - Format for Public Review
  - » **Resolution:** No templates included in framework
    - Scorecards – include requested info from last round – leveraging, total estimate, benefit-only ranking
    - DRFS – TAC to review prior to advertising
12. How to handle legacy projects? Should they get first consideration?
  - » **Resolution:** No current CVTA legacy projects; on-going topic to monitor and evaluate approach as issue arises; ~~however, projects at delivery should be given greater consideration over projects earlier in project development~~
13. **De-Obligation Process**
  - » **Deallocation Policy – currently waiting for approval by full authority**
  - » **Resolution: Include approved policy in framework document**
14. Third party estimate reviews
  - » **Resolution:** Schedule revised to allow more time to react to third party estimate reviews

# On-Going Parking Lot Items

## 9. Project Scoring and Ranking - Questions on how Transit Transfer Station is scored

- » Existing transfer station; showed no change in benefit to model/measure
- » Use LRTP measures for transit – Change in access to activity centers relative to transit project
  - Project buffer: Tier 2 [1-mile buffer] or Tier 3 [2-mile buffer]
  - Intersection/overlap of buffers and activity centers in acres
  - Change in activity units served, Total AU served

## 13. De-Obligation Process

- » Deallocation Policy – If policy is approved, it will be added as an appendix

# On-Going Parking Lot Items

15. PE-Only Projects vs. Use of Leveraging for PE

16. Funding limits for PE-Only and Studies



# On-Going Parking Lot Item

## 17. PE-Only Projects

Preliminary Engineering-Only	▪ PE-Only projects involving CVTA <u>regionally-eligible</u> facilities	▪ Preliminary engineering to clear environmental reviews ▪ Development of construction plans to right-of-way stage
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- » Allows design to begin immediately, if the PE-Only project is selected for CVTA regional funds and funds can be programmed in the current fiscal year.
- » Limits plan development to right-of-way plans.

*CVTA regional funds applied to PE-Only projects should not exceed 10% of the annual CVTA regional funding, approximately \$6.5 M.*

- » **Limits the investment of CVTA regional dollars into project development without identified funding for construction.**

# On-Going Parking Lot Item

## 17. Use of Leveraging for PE:

### Leveraging Funds

Applicants for CVTA regional funds are encouraged to leverage CVTA funds for outside funding, such as Smart Scale, Revenue Sharing and federal grants, when possible. When a selected project request is intended to support leveraging, the CVTA will program the funds so the project can be delivered as quickly as possible considering the year the complementary fund source will be programmed. The use of the funds for leveraging is documented in the allocations table.

**Projects with funding intended for leveraging are not considered active projects until fully funded.**

**No Change to Leveraging Amount:** If the project sponsor is unsuccessful in its first attempt to obtain additional funds to fully fund the project, the leveraging funds will be adjusted for inflation and programmed to fit the anticipated allocation year of the complimentary funding source.

**Adjusted Leveraging Amount:** The project sponsor may request a new amount for leveraging funds. If this new amount is not included in the CVTA recommended funding scenario, the sponsor can adjust the request or retain the amount of the original leveraging (for a second attempt to fully fund). If an adjusted leveraging amount is approved, the sponsor's attempt to fully fund the project will be considered the first attempt with the new leveraging amount.

**Funds from Leveraging for PE:** **The sponsor may request a portion of the leveraging funds, in the amount necessary to develop 30% plans for the original project scope.** 30%-design may include the following: survey, roadway, bridge and structures, right of way and utility impacts, hydraulics, traffic, and environmental work. The leveraging available for the second attempt will be reduced accordingly unless the applicant successfully applies for a new leveraging amount (refer to Adjusted Leveraging Amount). **The request for PE funds from the leveraging amount must be made prior to the next CVTA regional application cycle.**

If the sponsor is unsuccessful in the second attempt to obtain funds to fully fund the project, the project funds will be deallocated. The project sponsor may submit a new application for the entire project cost or leveraging to be rescored with other new projects. A subsequent request for leveraging should include documentation to support requested leveraging amount.

# On-Going Parking Lot Item

## 17. Use of Leveraging for PE:

- *Projects with funding intended for leveraging are not considered active projects until fully funded.*
  - » PE-Only funding requests allow design to begin right away.
- *The sponsor may request a portion of the leveraging funds, in the amount necessary to develop 30% plans for the original project scope.*
  - » This request occurs once it is determined if the project has/hasn't been fully funded...and before the next cycle.
- *The request for PE funds from the leveraging amount must be made prior to the next CVTA regional application cycle.*
  - » **Limits the investment of CVTA regional dollars into project development without identified funding for construction.**

# On-Going Parking Lot Item

## PE-Only and Study Funding Limits

- *CVTA regional funds applied to studies **should not** exceed 5% of the annual CVTA regional funding, approximately \$3.25 M. CVTA regional funds applied to PE-Only projects **should not** exceed 10% of the annual CVTA regional funding, approximately \$6.5 M.*
  - » PRO: Limits the investment of CVTA regional dollars into project development without identified funding for construction.
  - » CON: Limits the availability of shovel-ready projects that can move to construction quickly, which may be desirable for bonding.
- Options:
  - » Consider for PE-only or both PE-only and Studies
  - » Leave it and discuss at the time of project selection (lean on the “should not”)
  - » Increase it: double, \$10 M?

# Last Round's Requests

Rt. 360/Walnut Grove Rd Intersection Improvement 60%	Hanover	Preliminary Engineering	Conduct an intersection alternatives analysis plus 60% PE-Only Plans of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	3	1	\$ 715,000	\$ 715,000	\$ -
I-95 and Parham Rd Interchange	Henrico	Preliminary Engineering	This request would support environmental and preliminary engineering activities to advance the recommended improvements from the Parham/I-95 Interchange Access Report (IAR) and help to address geometric deficiencies and safety issues at this interchange.	1	2	\$ 5,705,000	\$ 4,062,500	\$ -
Atlee Rd/Meadowbridge Rd Intersection Improvement	Hanover	Preliminary Engineering	Intersection alternatives analysis plus 60% PE-Only plans for the Atlee Road and Meadowbridge Road Intersection.	4	3	\$ 715,000	\$ 715,000	\$ 700,000
Bellwood Connector - PE Only	Chesterfield	Preliminary Engineering	Develop 30% plans for a new roadway between Bellwood Road and Willis Road.	2	4	\$ 3,000,000	\$ 3,000,000	\$ -
							TOTAL CATEGORY AWARD	\$ 700,000
Rt. 360/Walnut Grove Rd Intersection Improvement Alternatives	Hanover	Study	Conduct an intersection alternatives analysis of the intersection at Route 360 (Mechanicsville Turnpike) and Walnut Grove Road.	1	1	\$ 186,000	\$ 186,000	\$ -
							TOTAL CATEGORY AWARD	\$ -