

ID	Title	Sponsor	Safety Score	Mobility Score	Access Score	Economic Development Score	Land Use / Environment Score	Benefit	Benefit Rank	Request	Benefit/Cost Score	Rank	Total cost	Notes
FY27_15	W Broad St and Parham Rd Improvements	Henrico	5.17	0.07	0.86	0.49	13.57	20.17	5	\$ 1,428,000.00	141.22	1	\$ 11,863,025.00	Leveraging
FY27_19	E. Parham Road Improvements - I-95 to Cleveland St	Henrico	6.04	0.15	0.00	1.40	5.56	13.16	10	\$ 1,435,000.00	91.68	2	\$ 12,365,852.00	Funded by CTB, replaces local contributions
FY27_01	288 NB Auxiliary Lane	Goochland	0.03	8.13	0.00	3.47	7.69	19.32	6	\$ 2,853,900.00	67.71	3	\$ 30,412,934.00	Leveraging
FY27_16	Williamsburg Rd Improvements - Randall Ave to Charles City Rd	Henrico	1.84	0.23	0.00	1.01	5.06	8.14	11	\$ 1,488,000.00	54.68	4	\$ 14,697,817.00	Leveraging
FY27_12	North-South BRT Pedestrian Connection - Carnation Street	Richmond	1.15	1.05	0.00	0.58	5.32	8.10	12	\$ 1,497,493.00	54.11	5	\$ 1,497,493.00	
FY27_05	GRTC North-South Bus Rapid Transit	GRTC	18.22	4.88	25.00	7.43	16.67	72.20	1	\$14,652,000.00	49.28	6	\$ 14,652,000.00	
FY27_22	1C Traffic Signal Optimization with Transit Signal Priority and Emergency Vehicle Preemption Expansion	Richmond	0.00	1.40	0.00	0.27	15.79	17.46	7	\$ 4,473,000.00	39.04	7	\$ 4,473,000.00	
FY27_09	Route 288 Southbound Hard Shoulder Running Lane	Goochland	0.00	9.64	0.47	4.14	6.20	20.45	4	\$ 5,485,000.00	37.29	8	\$ 36,127,281.00	Withdrawn
FY27_21	2B Richmond Signal System Smart City Communication Network Upgrades	Richmond	0.00	10.25	0.44	9.03	12.79	32.52	3	\$ 9,236,500.00	35.21	9	\$ 9,236,500.00	

FY27_08	Pulse BRT Western Extension – Transit Signal Priority	GRTC	19.37	8.58	10.03	7.31	11.02	56.31	2	\$16,900,000.00	33.32	10	\$ 55,247,857.00	
FY27_07	RVA Bike Share Expansion & Mobility Hubs	Richmond	0.00	0.00	0.00	3.34	10.00	13.34	9	\$ 5,071,372.00	26.30	11	\$ 5,071,372.00	
FY27_17	Nine Mile Rd Improvements - Gordon Ln to Dabbs House Rd	Henrico	0.95	0.21	0.00	0.12	4.41	5.68	17	\$ 2,258,750.00	25.15	12	\$ 17,962,717.00	Leveraging
FY27_11	North-South BRT Pedestrian Connection - Giant Drive	Richmond	1.12	0.65	0.00	0.44	4.84	7.04	14	\$ 2,851,991.00	24.70	13	\$ 37,099,457.00	Leveraging
FY27_06	Belmont/Cogbill Roundabout	Chesterfield	0.76	0.10	0.38	0.37	13.82	15.44	8	\$ 7,614,557.00	20.27	14	\$ 7,614,557.00	
FY27_14	Rt. 1 Ashcake Rd to SCL	Ashland	0.00	0.34	0.67	1.14	3.63	5.77	16	\$ 3,993,600.00	14.45	15	\$ 43,505,555.00	Leveraging
FY27_02	Route 60 (Providence Road - Ruthers Road) Pedestrian Improvements	Chesterfield	1.34	0.25	0.00	0.24	5.36	7.20	13	\$ 6,610,305.00	10.89	16	\$ 6,610,305.00	
FY27_10	Patterson Pipeline Sidewalks - Forest Ave to Sweetbriar Rd	Henrico	0.00	0.31	0.00	0.05	5.09	5.45	18	\$ 6,572,185.00	8.29	17	\$ 6,572,185.00	
FY27_13	Staples Mill Road Sidewalk Improvements - Hungary Spring Rd to Saluda Ave	Henrico	2.10	0.62	0.07	0.11	4.01	6.90	15	\$ 8,510,406.00	8.11	18	\$ 8,510,406.00	
FY27_18	Rt. 1/Ashcake Intersection	Ashland	0.00	0.04	0.00	0.54	4.75	5.33	19	\$ 7,578,237.00	7.03	19	\$ 13,153,832.00	

FY27_03	Otterdale Road (Lake Summer Drive to Summer Lake Drive) Reconstruction	Chesterfield	0.00	0.03	0.15	0.00	4.37	4.55	21	\$ 6,868,427.00	6.62	20	\$ 9,166,992.00	
FY27_20	US 33/ Mountain Rd Widening	Hanover	1.80	0.16	0.34	0.76	1.64	4.70	20	\$ 8,950,000.00	5.25	21	\$ 52,510,544.00	
FY27_04	Ashbrook/Ashlake Roundabout	Chesterfield	0.00	0.03	0.00	0.02	3.15	3.21	22	\$ 7,831,787.00	4.09	22	\$ 8,581,787.00	

Locality: Charles City		Expansions and Spurs of VA Cap. Trail		Explanation
		Possible points	Awarded Points	
Safety and Crash Reduction	Safety	15	10	This will provide increased separation between active transportation and motorized vehicles there is not an available comparison
Multimodal Transportation and Mode Choice	Accessibility	7.5	7.5	Minimizes interactions between active transportation participants and cars
Access for Communities of Concern	Accessibility	7.5	6	Is in an area of concern, as most of Charles City is an area of concern. Overall, it is a big feat to connect rural areas via active transportation
Connections to and within Regional Activity Centers	Environment /Land Use	6	1	While this will be an additional connection to the Capital Trail it will have minimal impact on a regional scale.
Resiliency and Protection of the Natural Environment	Environment /Land Use	6	6	Adding more oppertunities for people to be in nature will always boost resiliency and overall protection of the natural enviornment.
Regional Economic Growth and Development	Economic Development	9	2	This will not specifically make a big difference, however it will lead to more tourism especially if there are more spurs in this area. It will make it a destination for active transportation tourism.
Congestion Management and Mobility	Mobility	9	0	This project has the opportunity to reduce some traffic between these areas however there likely will not be much of a change as this area is not congested presently.
Subtotal Goals		60	32.5	
Advance CLRP Project		40	0	
Subtotal CLRP		40	0	
Total		100	32.5	33%