

INTRODUCED: September 9, 2024

AN ORDINANCE No. 2024-216

To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to execute a Standard Project Administration Agreement between the City of Richmond and the Central Virginia Transportation Authority to provide funding for the North South BRT project.

Patrons – Mayor Stoney and Vice President Lambert

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEP 23 2024 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer, for and on behalf of the City of Richmond, be and is hereby authorized to execute a Standard Project Administration Agreement between the City of Richmond and the Central Virginia Transportation Authority to provide funding for the North South BRT project. The Standard Project Administration Agreement shall be approved as to form by the City Attorney and shall be substantially in the form of the document attached to this ordinance.

§ 2. This ordinance shall be in force and effect upon adoption.

AYES: 9 NOES: 0 ABSTAIN: _____

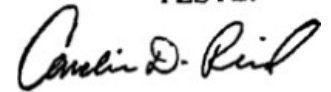
ADOPTED: SEP 23 2024 REJECTED: _____ STRICKEN: _____

APPROVED AS TO FORM:



CITY ATTORNEY'S OFFICE

A TRUE COPY:
TESTE:



City Clerk



City of Richmond

900 East Broad Street
 2nd Floor of City Hall
 Richmond, VA 23219
 www.rva.gov

Master

File Number: Admin-2024-0701

| | | |
|---------------------------------|--|--|
| File ID: Admin-2024-0701 | Type: Request for Ordinance or Resolution | Status: Regular Agenda |
| Version: 1 | Reference: | In Control: City Clerk Waiting Room |
| Department: | Cost: | File Created: 06/25/2024 |
| Subject: | Final Action: | |
| Title: | | |

Internal Notes:

Code Sections:

Agenda Date: 09/09/2024

Indexes:

Agenda Number:

Patron(s):

Enactment Date:

Attachments: Admin-2024-0701 CVTA North South BRT Ordinance Agreement - AATF, Admin-2024-0701 CVTA-Locality SPA for Regional Projects North South BRT v3, Admin-2024-0701 CVTA Allocation Plan-03292024 v1.2

Enactment Number:

Contact:

Introduction Date:

Drafter: Dironna.Clarke@rva.gov

Effective Date:

Related Files:

Approval History

| Version | Seq # | Action Date | Approver | Action | Due Date |
|---------------------------------------|-------|-------------|----------------------|----------------|-----------|
| 1 | 1 | 6/25/2024 | Dironna Clarke | Approve | 6/27/2024 |
| 1 | 2 | 6/25/2024 | Bobby Vincent | Approve | 6/27/2024 |
| 1 | 3 | 6/26/2024 | Robert Steidel | Approve | 6/27/2024 |
| 1 | 4 | 7/15/2024 | Jeff Gray | Disapprove | 6/28/2024 |
| Notes: No Agenda Date | | | | | |
| 1 | 5 | 8/8/2024 | Jeff Gray | Approve | 8/12/2024 |
| Notes: Approved: Out of Office | | | | | |
| 1 | 6 | 8/21/2024 | Lincoln Saunders | Approve | 8/19/2024 |
| 1 | 7 | 8/21/2024 | Caitlin Sedano - FYI | Notified - FYI | |
| 1 | 8 | 8/29/2024 | Mayor Stoney | Approve | 9/6/2024 |
| 1 | 9 | 8/29/2024 | Cordell Hayes - FYI | Notified - FYI | |

History of Legislative File

| Ver- sion: | Acting Body: | Date: | Action: | Sent To: | Due Date: | Return Date: | Result: |
|---------------|--------------|-------|---------|----------|-----------|-----------------|---------|
|---------------|--------------|-------|---------|----------|-----------|-----------------|---------|

Text of Legislative File Admin-2024-0701

City of Richmond
Intracity Correspondence

O&R Transmittal

DATE: July 19, 2024

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: J.E. Lincoln Saunders, Chief Administrative Officer

THROUGH: Robert Steidel, Deputy Chief Administrative Officer, Operations

THROUGH: Bobby Vincent Jr.; Director of Public Works

FROM: Dironna Moore Clarke, Deputy Director, Office of Equitable Transit and Mobility

RE: TO AUTHORIZE THE CHIEF ADMINISTRATIVE OFFICER OR DESIGNEE TO EXECUTE A STANDARD CENTRAL VIRGINIA TRANSPORTATION AUTHORITY (CVTA) AGREEMENT FOR THE “REGIONAL CVTA-NORTH SOUTH BRT” PROJECT.

ORD. OR RES. No.

PURPOSE: To authorize the Chief Administrative Officer or Designee to execute a standard Central Virginia Transportation Authority (CVTA) agreement for the ‘Regional CVTA-North-South BRT’ project. The Central Virginia Transportation Authority (CVTA) funded the project for a total of \$8,000,000.00 in the FY2025 through FY2031 CVTA regional funding allocation plan.

BACKGROUND: On May 1, 2020, the Virginia General Assembly adopted House Bill 1541, which created the Central Virginia Transportation Authority (CVTA), comprising the counties and cities located in Planning District 15 to provide new funding opportunities for priority transportation investments across the region. The Central Virginia Transportation Authority is a body politic and as a political subdivision of the Commonwealth. The Authority embraces each county, city, and the nine localities are Richmond City, Hanover County, Goochland County, Powhatan County, Chesterfield County, Charles City County, New Kent County, Henrico County and Town of Ashland. The Authority administers transportation funding generated through Regional 0.7 percent sales and use tax; Wholesale tax of 7.6 cents per gallon of gasoline and 7.7 cents per gallon of diesel fuel. Localities receive 50% of the funds collected in their jurisdiction; Central Virginia Transportation Authority

(CVTA) receives 35% of the funding to disburse on regional priority projects; and GRTC receives 15%.

The Regional CVTA Project -North-South BRT project is a Central Virginia Transportation Authority (CVTA) Regional funded project. The project plans to accomplish the following:

- Provide for a new bus rapid transit line that connects Northside and Southside Richmond with high-capacity, high-frequency bus service.
- Improve travel times, deliver better frequency, and provide enhanced transit amenities to passengers.
- Provide for the construction of stops and other roadway, signal, and pedestrian safety improvements for the 2.5-mile section along Chamberlayne Avenue from the Henrico County line (Azalea/Wilmer) to Lombardy Street.
- Make improvements that include up to 14 BRT stop locations (anticipated as seven curbside stations north of Lombardy Street [one on each side of the roadway, traffic signal improvements including queue jumps and transit signal priority, sidewalk and ADA accessible ramp improvements, pedestrian crossing improvements, access management, and streetscape to collectively improve transportation, land use, and health together to make an active public street.

The North-South BRT project is a top recommendation from the Richmond Connects Plan. This project impacts the Greater Richmond Transit Company and the City of Richmond.

COMMUNITY ENGAGEMENT: The Regional CVTA-North South BRT - CVTA-0062 project is a top recommendation from the Richmond Connects Plan. It has also been discussed as a part of the city's expansion of the bicycle and pedestrian active transportation network. The Office of Equitable Transit and Mobility will attend neighborhood association meetings, to measure and receive feedback regarding the project in addition to official City Council public meetings to satisfy public outreach with all key stakeholders. Additional public engagement will also be through the City Council Land Use, Housing and Transportation Standing Committee meeting as stated in this Ordinance.

STRATEGIC INITIATIVES AND OTHER GOVERNMENTAL: This project conforms to Goal 8-Equitable Transportation in the Richmond 300 master plan by expanding and improving walking and biking infrastructure. No other governmental agency approval is required for the Ordinance approving the Standard Project Agreement.

FISCAL IMPACT: None. The City will receive Central Virginia Transportation Authority (CVTA) Regional funds totaling \$ 8,000,000.00 for the project. The CVTA Regional funds are 100% reimbursable. City matching funds are not required.

DESIRED EFFECTIVE DATE: Upon Adoption.

REQUESTED INTRODUCTION DATE: September 9, 2024

CITY COUNCIL PUBLIC HEARING DATE: September 22, 2024

REQUESTED AGENDA: Consent Agenda.

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee.

AFFECTED AGENCIES: Department of Public Works; Law Department; Planning and Development; Economic and Community Development; Department of Public Utilities; Finance Department; Budget and Strategic Planning; Copies also sent to: City Mayor (Levar M. Stoney); Chief Administrative Officer (J.E. Lincoln Saunders); Deputy Chief Administrative Officer of Operation (Robert Steidel); and City Attorney (2).

RELATIONSHIP TO EXISTING ORD. OR RES.: None.

ATTACHMENTS:

- Standard Central Virginia Transportation Authority (CVTA) Project Administration Agreement ID#0062.
- CVTA Allocation Plan- February 23, 2024

STAFF: Dironna Moore Clarke, Deputy Director, Office of Equitable Transit & Mobility x3074

STANDARD PROJECT ADMINISTRATION AGREEMENT
CVTA Regionally Funded Projects

| CVTA Project ID | Project Name | UPC | Local Government |
|-----------------|--------------------|-----|------------------|
| CVTA-0062 | North South BRT | | CITY OF RICHMOND |

THIS AGREEMENT is hereby executed and made effective as of the date of the last (latest) signature set forth below, by and between the CITY OF RICHMOND, VIRGINIA, hereinafter referred to as the LOCALITY and the Central Virginia Transportation Authority, hereinafter referred to as the CVTA. The CVTA and the LOCALITY are collectively referred to as the “Parties.”

WHEREAS, the LOCALITY has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown in Appendix A is hereinafter referred to as the “Project;” and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project; and

WHEREAS, the LOCALITY is committed to the development and delivery of the Project in an expeditious manner; and

WHEREAS, the Parties have concurred in the LOCALITY's administration of the Project as shown in Appendix A in accordance with applicable federal, state, and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the Parties hereto agree as follows:

1. The representations, covenants and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section 1.
2. The LOCALITY shall:
 - a. Be responsible for all activities necessary to complete the noted phase(s) of the Project as shown in Appendix A, as expressly required by federal, state, and local laws and regulations, or as otherwise agreed to, in writing, between the Parties. Every phase of the Project will be designed and constructed to meet or exceed current American Association of State Highway and Transportation Officials standards when the facilities are locally maintained and shall further comply with all supplementary standards established by the Virginia Department of Transportation when the facilities are maintained by the Virginia Department of Transportation.
 - b. Maintain accurate and complete records of the Project’s development and retain documentation of all expenditures and make such information available for inspection or auditing by the CVTA upon request. Records and documentation for the Project

shall be maintained for no less than three (3) years following the CVTA's acceptance of the final voucher on the Project.

- c. Submit quarterly progress and expenditure reports, and invoices with supporting documentation to the CVTA in the form prescribed by the CVTA. The supporting documentation shall include copies of vendor and contractor invoices paid by the LOCALITY, an up-to-date Project summary and schedule, and a cash flow summary of all payment requests, payments, and adjustments in a form prescribed by the CVTA.
 - d. Requests for reimbursement shall be made within 90 days after any eligible project expenses are incurred by the LOCALITY. Reimbursement for eligible expenditures shall not exceed funds allocated each year for the Project by the CVTA. Additional funds for eligible expenditures for the Project may be requested and shall be approved on case-by case basis, per paragraph 4 below.
 - e. Provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the Parties. Where the Project results in physical construction, the LOCALITY will continue to operate and maintain the Project, or have others operate and maintain the Project, in accordance with the final constructed design and applicable standards. The LOCALITY agrees that any modification of the approved design features, without the approval of the CVTA or agencies with proper oversight, may, at the discretion of the CVTA, result in restitution either physically or monetarily as determined by the CVTA.
3. The CVTA shall:
- a. Upon receipt of the LOCALITY's invoices pursuant to paragraph 2.c, reimburse the LOCALITY the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the CVTA within 30 days of an acceptable submission by the LOCALITY.
 - b. Audit the LOCALITY's Project records and documentation as may be required to verify LOCALITY compliance with applicable policies, laws, and regulations.
4. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. CVTA funding is limited to the allocated funding identified in the Appendix A of this Agreement, or other sources of funding allocated to the project by the CVTA and is allocable only upon LOCALITY's compliance with all requirements of this Agreement. In the event the cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the Project before Project costs exceed the allocated amount. Any requested increase in CVTA funding is subject to CVTA policy and procedures applicable to the funding source and is not guaranteed. If the CVTA elects to allocate additional funds, such additional funds shall be paid from federal, state, and/or CVTA revenues, in proportions as agreed by the Parties at the time, with the goal of expending state or federal funds first before expending LOCALITY and/or CVTA revenues.

5. In the event there is a significant reduction in costs, the LOCALITY and CVTA will work reasonably and in good faith to amend Appendix A fairly to reflect the effect of the reduction, with the goal of applying the savings to supplant LOCALITY and CVTA funding commitments, and to maximize the use of federal and state funds on the Project. If federal or state funding not previously available for the Project becomes available for any portion of the Project, then the LOCALITY and CVTA will work reasonably and in good faith to fairly allocate the additional funding, with the goal of applying the additional funding to supplant LOCALITY and CVTA funding commitments, and to maximize the use of state and federal funds on the Project.
6. Nothing in this Agreement shall be construed as a waiver of the LOCALITY's or CVTA's sovereign immunity.
7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either Party, in their individual or personal capacity, for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this Agreement shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY and the CVTA shall not be bound by any agreements between either Party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY and the CVTA has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.
9. This Agreement may be terminated by either Party upon 30 days advance written notice to the other Party. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraph 3.a., subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the CVTA shall retain ownership of plans and specifications. Right-of-way acquired with CVTA funding shall be transferred to the jurisdiction in which the Project is located, unless otherwise agreed. The LOCALITY may retain plans, specifications, and right-of-way if all CVTA funds expended for the project are reimbursed to the CVTA.
10. Prior to taking any action alleging breach of this Agreement, the CVTA shall provide notice to the LOCALITY with a specific description of the LOCALITY's breach of this Agreement. Upon receipt of a notice of breach, the LOCALITY will be provided the

opportunity to cure such breach or to provide a plan to cure to the satisfaction to the CVTA. If, within sixty (60) days after receipt of the written notice of breach, the LOCALITY has neither cured the breach, nor is diligently pursuing a cure of the breach, then upon receipt by the LOCALITY of a written notice from the CVTA stating that the breach has neither been cured, nor is the LOCALITY diligently pursuing a cure, the CVTA may exercise any remedies it may have under this Agreement or at law or in equity.

11. The LOCALITY and CVTA acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed in accordance with its fair meaning and not strictly for or against any Party.
12. This Agreement, when properly executed, shall be binding upon both Parties, their successors, and assigns.
13. This Agreement may be modified only in writing by mutual agreement of the Parties.

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IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

LOCALITY, VIRGINIA:

Signature

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this agreement.

CENTRAL VIRGINIA TRANSPORTATION AUTHORITY:

Chair
Central Virginia
Transportation Authority

Date

Signature of Witness

Date

Attachments
Appendix A

APPENDIX A - Locally Administered

| |
|------------------------|
| Project Details |
|------------------------|

| | |
|-----------------------------------|----------------------|
| Locality: | City of Richmond |
| CVTA Project Name: | North South BRT |
| CVTA Project Number: | CVTA- 0062 |
| UPC Number (If Applicable): | |
| CVTA Program Coordinator: | Chet Parsons |
| Local Program Manager: | Dironna Moore Clarke |
| Scope of Services: | |
| Allocated Project Funding Amount: | \$8,000,000 |

| |
|-----------------|
| Schedule |
|-----------------|

| Milestone | Anticipated Date |
|---|------------------|
| Project Scoping Meeting | |
| Survey | |
| Utility Designation | |
| Geotechnical Engineering Report | |
| Conceptual Design Phase Submittal (If Applicable) | |
| Approved NEPA Document (If Applicable) | |
| Preliminary Design Phase Submittal | |
| Citizen Information Meeting (If Applicable) | |
| Post Willingness (If Applicable) | |
| Public Hearing (If Applicable) | |
| Utility Field Inspection (If Applicable) | |
| ROW Design Phase Submittal (If Applicable) | |
| ROW Acquisition | |
| Relocate Utilities (If Applicable) | |
| Final Construction Design Phase Submittal | |
| Draft Invitation for Bid Submittal | |
| Invitation for Bid Advertisement | |
| Environmental Permits Obtained (If Applicable) | |
| Begin Construction | |
| End Construction | |

| PROJECTS | | | | | | | | | | | | | | | |
|-----------|---|----------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------------|--|
| ID | Title | UPC | TOTAL Est | Other Funds | Previous | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | Total CVTA | Balance to Complete | Notes |
| CVTA-0001 | #FLT - DB 2 - Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B) | 121511 | \$ 72,440,000 | \$ 42,457,388 | \$ 25,000,000 | | | | | | | | \$ 25,000,000 | \$ 4,982,612 | Moved \$25M from DB3 to DB2 per CVTA Action (Sept 2023) |
| CVTA-0002 | #FLT - DB 1 - Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4) | 121374, 119599 | \$ 17,459,709 | \$ 9,078,599 | \$ 7,200,607 | \$ 1,180,504 | | | | | | | \$ 8,381,111 | \$ (1) | |
| CVTA-0003 | C Commerce Road - FLT Phase II | | \$ 76,158,981 | \$ - | \$ - | | \$ 4,767,006 | \$ 8,456,857 | | | \$ 11,434,376 | \$ 13,500,000 | \$ 38,158,239 | \$ 38,000,742 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |
| CVTA-0004 | #FLT - C Commerce Road - Phase I | 118946 | \$ 12,441,459 | \$ 9,441,459 | \$ 1,391,127 | | \$ 984,860 | \$ 624,013 | | | | | \$ 3,000,000 | \$ - | |
| CVTA-0005 | #FLT - DB3? - Chesterfield (Segments 2C - 3A) | | \$ - | \$ - | \$ 194,503 | | | | | | | | \$ 194,503 | \$ (194,503) | Moved \$25M from DB3 to DB2 per CVTA Action (Sept 2023) |
| CVTA-0006 | #FLT - Manchester Bridge (Segment 4E-R) | | \$ 34,007,461 | \$ - | \$ 1,500,000 | | | | | | | | \$ 1,500,000 | \$ 32,507,461 | |
| CVTA-0007 | #FLT - Bryan Park (Segment 6B) | | \$ 3,760,000 | \$ - | \$ 3,000,000 | | | | | | | | \$ 3,000,000 | \$ 760,000 | |
| CVTA-0008 | #FLT - Park St (Segment 6C) | 117047 | \$ 890,000 | \$ 437,000 | \$ 713,000 | | | | | | | | \$ 713,000 | \$ (260,000) | |
| CVTA-0009 | #FLT - Lakeside Community Trail Ph 1 (Segment 6D.1) | 118065 | \$ 3,310,000 | \$ 2,560,519 | \$ 396,504 | | | | | | | | \$ 396,504 | \$ 352,977 | |
| CVTA-0010 | #FLT - Lakeside Community Trail Ph 2 (Segment 6D.2) | 118091 | \$ 4,290,000 | \$ 3,363,217 | \$ 803,000 | | | | | | | | \$ 803,000 | \$ 123,783 | |
| CVTA-0011 | #FLT - Lakeside Community Trail Ph 3 (Segment 6D.3) | | \$ 4,150,000 | \$ - | \$ 3,073,000 | | | | | | | | \$ 3,073,000 | \$ 1,077,000 | |
| CVTA-0012 | #FLT - Brook/Hilliard Road Diet (Segment 6E) | 118153 | \$ 6,710,000 | \$ 4,678,000 | \$ 1,037,401 | | | | | | | | \$ 1,037,401 | \$ 994,599 | |
| CVTA-0013 | #FLT - Villa Park Phase (Segment 6C) | | \$ 4,890,000 | \$ 691,000 | \$ 3,706,000 | | | | | | | | \$ 3,706,000 | \$ 493,000 | |
| CVTA-0014 | #FLT - Longdale Trail (Segments 7A - 7C.1) | | \$ 30,390,000 | \$ 3,186,000 | \$ 26,091,000 | | | | | | | | \$ 26,091,000 | \$ 1,113,000 | |
| CVTA-0015 | Capital Trail Crossings | | \$ 234,000 | \$ - | \$ - | | | | | | | | \$ - | \$ 234,000 | Project funded with non-CVTA funds; allocations removed |
| CVTA-0016 | I-64 at Ashland Rd (Rte 623) Interchange - DDI | 123919 | \$ 75,917,941 | \$ 42,218,112 | \$ 5,314,767 | | | \$ 1,895,820 | \$ 26,489,242 | | | | \$ 33,699,829 | \$ - | |
| CVTA-0017 | I-64 at Oilville Rd (Rte 617) Interchange | 123290 | \$ 7,512,512 | \$ 4,000,000 | \$ - | | | \$ 606,000 | | | | | \$ 606,000 | \$ 2,906,512 | |
| CVTA-0018 | Bottoms Bridge Park and Ride | 120444 | \$ 3,620,263 | \$ 3,422,216 | \$ - | \$ 200,000 | | | | | | | \$ 200,000 | \$ (1,953) | |
| CVTA-0019 | Stavemill Rd Turn Lane | | \$ 1,800,000 | \$ - | \$ 1,800,000 | | | | | | | | \$ 1,800,000 | \$ - | |
| CVTA-0020 | Rte 288 NB Hard Shoulder Running | 122147 | \$ 39,561,735 | \$ 31,561,735 | \$ - | | | \$ 8,000,000 | | | | | \$ 8,000,000 | \$ - | |
| CVTA-0021 | GreenCity Connector Trail and Bridge | | \$ 9,978,000 | \$ - | \$ 3,615,000 | \$ 3,181,500 | \$ 3,181,500 | | | | | | \$ 9,978,000 | \$ - | |
| CVTA-0022 | F Manchester Connection to James River | | \$ 6,344,831 | \$ - | \$ 1,599,897 | | \$ 2,372,467 | \$ 2,372,467 | | | | | \$ 6,344,831 | \$ - | |
| CVTA-0023 | Mayo Bridge Replacement | 104888 | \$ 90,000,000 | \$ 85,000,000 | \$ - | | | \$ 5,000,000 | | | | | \$ 5,000,000 | \$ - | |
| CVTA-0024 | POV Richmond Marine Terminal Access Improvements at I-95/Bells Road | | \$ 2,000,000 | \$ - | \$ 2,000,000 | | | | | | | | \$ 2,000,000 | \$ - | |
| CVTA-0025 | RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY | | \$ 3,696,750 | \$ - | \$ 3,696,750 | | | | | | | | \$ 3,696,750 | \$ - | |
| CVTA-0026 | N. Gayton Road Interchange at I-64 | | \$ 4,985,000 | \$ - | \$ 4,985,000 | | | | | | | | \$ 4,985,000 | \$ - | |
| CVTA-0027 | Chippenham Parkway/RT 60 Interchange Improvements | | \$ 2,000,000 | \$ - | \$ 2,000,000 | | | | | | | | \$ 2,000,000 | \$ - | |
| CVTA-0028 | Rt. 301 3rd Southbound Lane | | \$ 1,229,858 | \$ 400,000 | \$ 829,858 | | | | | | | | \$ 829,858 | \$ - | |
| CVTA-0029 | W Broad Street Intersection Improvements at Parham Road | | \$ 15,689,770 | \$ - | \$ - | | \$ 1,812,787 | \$ 1,148,225 | | | | | \$ 2,961,012 | \$ 12,728,758 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |
| CVTA-0030 | Rt. 1/Rt. 30 Green-T | | \$ 5,554,119 | \$ 600,000 | \$ 1,514,091 | | \$ 3,440,028 | | | | | | \$ 4,954,119 | \$ - | |
| CVTA-0031 | A Hull Street Phase II (US360) | 121391 | \$ 23,866,491 | \$ 1,000,000 | \$ - | | \$ 993,093 | \$ 2,620,765 | \$ 3,553,677 | \$ 4,558,767 | | | \$ 11,726,302 | \$ 11,140,189 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |
| CVTA-0032 | Rt. 301/Rt. 54 Roundabout | | \$ 4,524,642 | \$ - | \$ 1,605,000 | | \$ 2,919,642 | | | | | | \$ 4,524,642 | \$ - | |
| CVTA-0033 | W Broad Street Improvements - Short Pump | | \$ 25,999,970 | \$ 22,769,970 | \$ 3,038,850 | | | \$ 191,150 | | | | | \$ 3,230,000 | \$ - | |
| CVTA-0034 | I-95/Route 10 Interchange Improvement, Phase II | | \$ 55,432,037 | \$ - | \$ 750,000 | | \$ 1,521,043 | \$ 1,521,043 | | \$ 1,199,748 | \$ 14,422,133 | | \$ 19,413,967 | \$ 36,018,070 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; SPA committed funds left in FY23 |
| CVTA-0035 | Magellan Parkway Bridge and Approach Section | | \$ 18,572,000 | \$ - | \$ 9,442,400 | \$ 6,086,400 | \$ 3,043,200 | | | | | | \$ 18,572,000 | \$ - | |
| CVTA-0036 | G Broad Street Streetscape (US250) with Pulse Expansion Phase III | | \$ 23,852,736 | \$ 15,052,736 | \$ 2,380,938 | | \$ 2,547,668 | \$ 3,871,394 | | | | | \$ 8,800,000 | \$ - | |
| CVTA-0037 | Brook Road Improvements - Villa Park Dr to Hilliard Rd | | \$ 10,416,000 | \$ - | \$ 3,104,000 | \$ 2,508,672 | \$ 2,924,800 | \$ 1,878,528 | | | | | \$ 10,416,000 | \$ - | |
| CVTA-0038 | Woolridge Road (Route 288 - Old Hundred Road) Extension | 112974 | \$ 54,252,500 | \$ 16,674,334 | \$ 37,578,166 | | | | | | | | \$ 37,578,166 | \$ - | |
| CVTA-0039 | Staples Mill Road Improvements | | \$ 32,135,419 | \$ 26,465,419 | \$ 4,331,401 | | | \$ 1,338,599 | | | | | \$ 5,670,000 | \$ - | |
| CVTA-0040 | Woodman Road Improvements - Mountain Rd to Hungary Rd | | \$ 62,569,308 | \$ - | \$ 12,667,785 | \$ 6,102,121 | \$ 9,078,094 | | | | | | \$ 27,848,000 | \$ 34,721,308 | |
| CVTA-0041 | Route 288 Southbound Hard Shoulder Running Lane | | \$ 61,740,625 | \$ - | \$ - | | \$ 3,662,106 | \$ 1,300,000 | | | | | \$ 4,962,106 | \$ 56,778,519 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |
| CVTA-0042 | Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening | | \$ 40,103,224 | \$ - | \$ 750,000 | | \$ 1,134,765 | \$ 1,134,765 | \$ 9,500,000 | \$ 10,281,546 | \$ 10,750,000 | | \$ 33,551,076 | \$ 6,552,148 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment; SPA committed funds left in FY23 |
| CVTA-0043 | Vaughan Road Overpass | | \$ 47,202,873 | \$ 3,568,571 | \$ - | | \$ 2,673,865 | \$ 2,673,865 | | | | | \$ 5,347,730 | \$ 38,286,572 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |
| CVTA-0044 | B Forest Hill Avenue Phase II | | \$ 46,248,213 | \$ - | \$ - | | \$ 2,917,877 | | | \$ 11,547,247 | \$ 2,211,496 | | \$ 16,676,620 | \$ 29,571,593 | Project start moved to FY26 start to match SSR6; total leverage inflated based on schedule adjustment |

| PROJECTS | | | | | | | | | | | | | | | |
|-----------------|---|--------|------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------------|-------|
| ID | Title | UPC | TOTAL Est | Other Funds | Previous | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | Total CVTA | Balance to Complete | Notes |
| CVTA-0045 | I-64 Widening | | \$ 522,127,470 | \$ 422,127,470 | \$ 53,147,877 | \$ 28,342,043 | \$ 18,510,080 | | | | | | \$ 100,000,000 | \$ - | |
| CVTA-0046 | D Hull Street Shared Use Path | -27853 | \$ 11,553,092 | \$ 8,027,213 | \$ - | | | | | | | \$ 3,152,729 | \$ 3,152,729 | \$ 373,150 | |
| CVTA-0047 | E Richmond Highway Fall Line Trail Improvements | 119598 | \$ 39,424,891 | \$ 16,171,265 | \$ - | | | | | \$ 5,000,000 | | | \$ 5,000,000 | \$ 18,253,626 | |
| CVTA-0048 | Busy Street Extension | -28381 | \$ 14,335,950 | \$ 2,018,899 | \$ - | | | \$ 1,781,746 | \$ 1,729,404 | \$ 2,000,405 | | | \$ 5,511,555 | \$ 6,805,496 | |
| CVTA-0049 | Route 288 Southbound Auxiliary Lane | | \$ 20,600,434 | \$ - | \$ 7,500,000 | | | | | | | | \$ 7,500,000 | \$ 13,100,434 | |
| CVTA-0050 | F Port of Virginia Gateway Interchange and Streetscape Improvements | | \$ 25,212,611 | \$ - | \$ 2,878,344 | \$ 119,138 | | | | \$ 1,885,564 | \$ 1,803,961 | \$ 1,803,994 | \$ 8,491,001 | \$ 16,721,610 | |
| CVTA-0051 | Route 250 at Route 288 Interchange Improvements | | \$ 30,829,059 | \$ - | \$ 7,500,000 | | | | | | | | \$ 7,500,000 | \$ 23,329,059 | |
| CVTA-0052 | Route 60/33/Beulah Roundabout | 118155 | \$ 13,866,771 | \$ 689,000 | \$ 3,000,000 | | | | | | | | \$ 3,000,000 | \$ 10,177,771 | |
| CVTA-0053 | Route 60 (Village of Midlothian) Corridor Enhancements | | \$ 38,057,737 | \$ 2,500,000 | \$ 800,435 | \$ 4,393,738 | | \$ 15,625,417 | \$ 32,526 | | | | \$ 20,852,116 | \$ 14,705,621 | |
| CVTA-0054 | Route 106 Diverging Diamond Interchange Project | | \$ 99,597,445 | \$ 12,000,000 | \$ - | \$ 3,500,000 | \$ 271,619 | \$ 3,642,497 | \$ 3,700,000 | \$ 5,000,000 | \$ 2,191,034 | | \$ 18,305,150 | \$ 69,292,295 | |
| CVTA-0055 | Powhite Parkway Extended, Phase I | | \$ 231,030,198 | \$ 170,000,000 | \$ - | | | \$ 3,704,277 | \$ 13,795,723 | \$ 9,750,000 | | | \$ 27,250,000 | \$ 33,780,198 | |
| CVTA-0056 | Rt. 360/Walnut Grove Rd Intersection Improvement | | \$ 14,626,811 | \$ - | \$ - | | | \$ 1,295,723 | | \$ 2,000,000 | \$ 6,704,277 | | \$ 10,000,000 | \$ 4,626,811 | |
| CVTA-0057 | Short Pump Area Improvements | | \$ 361,290,454 | \$ - | \$ - | \$ 10,000,000 | | \$ 10,000,000 | | \$ 7,500,000 | \$ 5,250,000 | \$ 27,250,000 | \$ 60,000,000 | \$ 301,290,454 | |
| CVTA-0058 | Rt. 5/New Osborne Turnpike Improvements | | \$ 4,000,000 | \$ - | \$ 4,000,000 | | | | | | | | \$ 4,000,000 | \$ - | |
| CVTA-0059 | Rt. 1 and Ashcake Intersection | | \$ 5,729,034 | \$ 50,000 | \$ 2,180,340 | | | | | | | | \$ 2,180,340 | \$ 3,498,694 | |
| CVTA-0060 | US 60/VA13 Intersection Improvement | | \$ 17,689,417 | \$ - | \$ 3,042,116 | \$ 1,957,884 | | | | | | | \$ 5,000,000 | \$ 12,689,417 | |
| CVTA-0061 | Atlee Rd/Meadowbridge Rd Intersection Improvement | | \$ 750,750 | \$ - | \$ 700,000 | | | | | | | | \$ 700,000 | \$ 50,750 | |
| CVTA-0062 | North South BRT | | \$ 143,510,655 | \$ - | \$ - | | | | | | | \$ 8,000,000 | \$ 8,000,000 | \$ 135,510,655 | |
| CVTA-0063 | Pulse Extension West (GRTC) | | \$ 66,634,689 | \$ - | \$ 7,000,000 | | | | | | | | \$ 7,000,000 | \$ 59,634,689 | |
| CVTA-0064 | Downtown Transit Hub | | \$ 40,562,370 | \$ - | \$ - | | | \$ 10,849 | \$ 6,489,151 | | | | \$ 6,500,000 | \$ 34,062,370 | |
| SUBTOTAL | | | \$ 2,749,368,265 | \$ 962,210,122 | \$ 268,859,157 | \$ 67,572,000 | \$ 68,756,500 | \$ 67,088,000 | \$ 65,100,000 | \$ 62,769,000 | \$ 59,813,000 | \$ 60,411,000 | \$ 720,368,657 | | |

| | | | | | | | | | |
|---------------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| PROJECTED & ACTUAL REVENUE | \$ 268,859,157 | \$ 75,080,000 | \$ 80,890,000 | \$ 83,860,000 | \$ 86,800,000 | \$ 89,670,000 | \$ 92,020,000 | \$ 92,940,000 | \$ 870,119,157 |
| PROJECT ALLOCATIONS | \$ 268,859,157 | \$ 67,572,000 | \$ 68,756,500 | \$ 67,088,000 | \$ 65,100,000 | \$ 62,769,000 | \$ 59,813,000 | \$ 60,411,000 | \$ 720,368,657 |
| BALANCE ENTRY | \$ - | \$ 7,508,000 | \$ 12,133,500 | \$ 16,772,000 | \$ 21,700,000 | \$ 26,901,000 | \$ 32,207,000 | \$ 32,529,000 | \$ 149,750,500 |
| REMAINING FUNDS | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Approved as to Form


Assistant City Attorney