

INTRODUCED: March 24, 2024

AN ORDINANCE No. 2024-076

To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the total amount of \$3,000,000.00 from the Central Virginia Transportation Authority, and to amend Ord. No. 2023-073, adopted May 8, 2023, which accepted a program of proposed Capital Improvement Projects for Fiscal Year 2023-2024 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2023-2024, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation category called the “Fall Line Trail Bryan Park Segment” project, and (ii) increasing estimated revenues from the funds received from the Central Virginia Transportation Authority and the amount appropriated to the new Department of Public Works’ Fall Line Trail Bryan Park Segment project in the Transportation category by \$3,000,000.00, for the purpose of funding the implementation of the Fall Line Trail Bryan Park Segment project.

Patron – Mayor Stoney, Ms. Jordan, Vice President Lambert, Ms. Newbille and Ms. Robertson

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: MAR 25 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, is authorized to accept funds in the total amount of \$3,000,000.00 from the Central Virginia Transportation Authority for the purpose of funding the implementation of the Fall Line Trail Bryan Park Segment project.

AYES: 8 NOES: 0 ABSTAIN: _____

ADOPTED: MAR 25 2024 REJECTED: _____ STRICKEN: _____

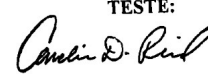
§ 2. That Ordinance No. 2023-073, adopted May 8, 2023, which accepted a program of proposed Capital Improvement Projects for the fiscal year commencing July 1, 2023, and ending June 30, 2024, and the four fiscal years thereafter, adopted a Capital Budget for the fiscal year commencing July 1, 2023, and ending June 30, 2024, and determined a means of financing the same, be and is hereby amended by establishing a new project for the Department of Public Works in the Transportation category called the “Fall Line Trail Bryan Park Segment” project for the purpose of funding the implementation of a Fall Line Trail Bryan Park Segment project.

§ 3. That Ordinance No. 2023-073, adopted May 8, 2023, which accepted a program of proposed Capital Improvement Projects for the fiscal year commencing July 1, 2023, and ending June 30, 2024 and the four fiscal years thereafter, adopted a Capital Budget for the fiscal year commencing July 1, 2023, and ending June 30, 2024, and determined a means of financing the same, be and is hereby amended by increasing estimated revenues and the amount appropriated for expenditures by \$3,000,000.00, and allotting such sum to the Department of Public Works’ Fall Line Trail Bryan Park Segment project in the Transportation category by \$3,000,000.00 for the purpose of funding the implementation of the Fall Line Trail Bryan Park Segment project.

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

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-2024-0054

File ID: Admin-2024-0054

Type: Request for Ordinance or Resolution

Status: Regular Agenda

Version: 1

Reference:

In Control: City Clerk Waiting Room

Department:

Cost:

File Created: 01/17/2024

Subject:

Final Action:

Title:

Internal Notes:

Code Sections:

Agenda Date: 03/11/2024

Indexes:

Agenda Number:

Patron(s):

Enactment Date:

Attachments: Admin-2024-0054_WD Budget - Fall Line Trail CVTA
\$3M rev AATF, Admin-2024-0054_CVTA SPA Fall
Line Trail_chair signed, Admin-2024-0054_CVTA
Allocation Funding Page Dec 8 2022

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	1/18/2024	Lamont Benjamin	Approve	1/19/2024
1	2	1/19/2024	M.S. Khara	Disapprove	1/22/2024
Notes: 1. Use new O&R Transmittal format 2. attachments to start with Admin # 3. Funding confirmation of CVTA Reg - highlight the project					
1	3	2/8/2024	M.S. Khara	Approve	2/12/2024
1	4	2/20/2024	Bobby Vincent	Approve	2/12/2024
1	5	2/20/2024	Meghan Brown	Approve	2/22/2024
1	6	2/20/2024	Sheila White	Approve	2/22/2024
1	7	2/22/2024	Jeff Gray	Approve	2/27/2024
1	8	2/22/2024	Caitlin Sedano - FYI	Notified - FYI	
1	9	2/23/2024	Lincoln Saunders	Approve	2/29/2024
1	10	3/5/2024	Mayor Stoney	Approve	3/8/2024
1	11	3/5/2024	Cordell Hayes - FYI	Notified - FYI	

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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Text of Legislative File Admin-2024-0054

City of Richmond

Intracity Correspondence

O&R Transmittal

DATE: March 11, 2024

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

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

THROUGH: Sheila White; Director of Finance

THROUGH: Meghan Brown; Acting Director of Budget & Strategic Planning

THROUGH: Bobby Vincent Jr.; Director of Public Works

THROUGH: M.S. Khara, P.E.; City Engineer

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

RE: TO AMEND THE FY 2024 ADOPTED CAPITAL IMPROVEMENT PROGRAM BUDGET AND TO AUTHORIZE THE CHIEF ADMINISTRATIVE OFFICER TO ACCEPT AND APPROPRIATE FUNDS FROM THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY (CVTA) IN THE AMOUNT OF \$ 3,000,000 FOR THE “FALL LINE TRAIL-BRYAN PARK SEGMENT PROJECT”.

ORD. OR RES. No.

PURPOSE: To amend Ord. No. 2023-073 adopted May 8, 2023, which adopted the Capital Improvement Plan for FY 2024, and to authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the total amount of \$ 3,000,000 from the Central Virginia Transportation Authority (CVTA) and appropriate the revenues by amending the FY2024-2028 Capital Improvement Program (CIP) Budget in Award #(NEW) for the ‘Fall Line Trail-Bryan Park Segment’ project.

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%.

This project covers sections 6b of the Fall Line Trail impacting the City of Richmond. The project will be a minimum of 10' wide asphalt multi-use path navigating primarily within the boundaries of Bryan Park, city owned land. The city will administer the project, handle the procurement, and administer the construction phase of the project through completion.

COMMUNITY ENGAGEMENT: This project has been discussed during two VDOT public information meetings held on September 30 and October 1, 2019. It has been discussed at two VDOT location public hearings held on May 3, 2022, and May 5, 2022. There will be additional public hearing/engagements that will be through the City Planning Commission (CPC) meeting on this Ordinance request.

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. City Planning Commission (CPC) will review and approve the Ordinance request.

FISCAL IMPACT: The FY2024-FY2029 CIP budget will be amended to accept and appropriate \$ 3,000,000.00 of Central Virginia Transportation Authority (CVTA) Regional funds to the Capital Budget in Transportation category for NEW 'Fall Line Trail-Bryan Park Segment' project. The CVTA Regional funds are 100% reimbursable. City matching funds are not required.

DESIRED EFFECTIVE DATE: Upon Adoption.

REQUESTED INTRODUCTION DATE: March 11, 2024

CITY COUNCIL PUBLIC HEARING DATE: March 25, 2024

REQUESTED AGENDA: Consent Agenda.

RECOMMENDED COUNCIL COMMITTEE: None

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: None.

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.:

- Amends Ord. No. 2023-073 Adopted May 8, 2023.

ATTACHMENTS: Central Virginia Transportation Authority (CVTA) Regional funding breakdown allocating funds for ‘Fall Line Trail-Bryan Park Segment’ project.

STAFF: Dironna Moore Clarke, Deputy Director, Office of Equitable Transit & Mobility x3074
Lamont L. Benjamin, P.E.; Capital Projects Administrator 804-646-6339.
Adel W. Edwards, Engineer; Project Manager 804-646-3421.
Ryan Rinn, Parks and Recreations Capital Projects Administrator
M.S. Khara, P.E. City Engineer, 804-646-5413.

STANDARD PROJECT ADMINISTRATION AGREEMENT
CVTA Regionally Funded Projects

CVTA Project ID	Project Name	UPC	Local Government
0007	Fall Line Trail- Bryan Park Segment		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:

APPROVED AS TO FORM:

Signature



SENIOR ASSISTANT CITY ATTORNEY

Lincoln Saunders
Typed or printed name of signatory

Chief Administrative Officer
Title

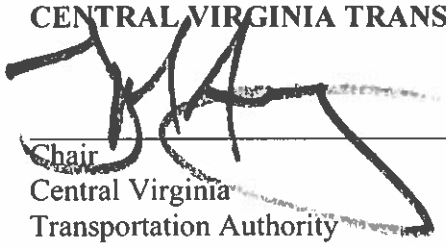
Date

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

12/20/23
Date

Signature of Witness

Date

Attachments
Appendix A

APPENDIX A - Locally Administered

Project Details	
Locality:	City of Richmond
CVTA Project Name:	Fall Line Trail-Bryan Park Segment
CVTA Project Number:	
UPC Number (If Applicable):	
CVTA Program Coordinator	Chet Parsons
Local Program Manager:	Adel Edwards/DPW, Ryan Rinn/PRCF; Dironna Moore-Clarke/OETM
Scope of Services:	This project covers sections 6b of the Fall Line Trail impacting the City of Richmond. The project will be a minimum of 10' wide asphalt multi-use path navigating primarily within the boundaries of Bryan Park, city owned land. The City will administer the project, handle the procurement and administer the construction phase of the project through completion.
Allocated Project Funding Amount:	\$3,000,000

Schedule	
Milestone	Anticipated Date
Project Scoping Meeting	11/15/2023
Survey	1/1/2024
Utility Designation (If Applicable)	
Geotechnical Engineering Report	
Conceptual Design Phase Submittal (If Applicable)	
Approved NEPA Document (If Applicable)	
Preliminary Design Phase Submittal	3/1/2024
Citizen Information Meeting (If Applicable)	3/1/2024
Post Willingness (if Applicable)	
Public Hearing (If Applicable)	5/1/2024
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	6/1/2024
End Construction	1/31/2025

PROJECTS													
Title	UPC	SS App ID	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	Total CVTA	Balance to Complete	Notes
#FLT - DB 2 - Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B)	121511										\$ -	\$ 9,985,050	Estimate taken from the latest FLWG sheet; VDOT shows CVTA funds not needed but still showing a deficit for Segment 2B
#FLT - DB 1 - Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4)	121374 119159				\$ 2,459,287	\$ 4,741,320	\$ 1,180,504				\$ 8,381,111	\$ -	Estimate taken from latest FLWG sheet; years based on SPA
#FLT - Commerce Road - Phase II		9010				\$ 5,392,981	\$ 8,467,706		\$ 13,139,313		\$ 27,000,000	\$ 42,063,422	\$8M awarded in Round 2; additional \$19M recommended by FLWG; funding shifted based on TAC review
#FLT - C Commerce Road - Phase I	118946					\$ 1,391,127		\$ 984,860	\$ 624,013		\$ 3,000,000	\$ (3,000,000)	Replacing local leverage funding on Smart Scale app (other in SYIP)
#FLT - DB3? - Chesterfield (Segments 2C - 3A)				\$ 25,194,503							\$ 25,194,503	\$ (25,194,503)	FLWG recommendation (11/2/22); estimate and schedule update needed
#FLT - Manchester Bridge (Segment 4E-R)			\$ 1,500,000								\$ 1,500,000	\$ (1,500,000)	FLWG recommendation (11/2/22); estimate and schedule update needed
#FLT - Bryan Park (Segment 6B)			\$ 3,000,000								\$ 3,000,000	\$ (3,000,000)	FLWG recommendation (11/2/22);
#FLT - Park St (Segment 6C)	117047		\$ 713,000								\$ 713,000	\$ (5,000)	FLWG recommendation (11/2/22)
#FLT - Lakeside Community Trail Ph 1 (Segment 6D.1)	118065		\$ 396,504								\$ 396,504	\$ 54,977	FLWG recommendation (11/2/22)
#FLT - Lakeside Community Trail Ph 2 (Segment 6D.2)	118091		\$ 803,000								\$ 803,000	\$ 32,783	FLWG recommendation (11/2/22)
#FLT - Lakeside Community Trail Ph 3 (Segment 6D.3)			\$ 3,073,000								\$ 3,073,000	\$ 1,126,000	FLWG recommendation (11/2/22)
#FLT - Brook/Hilliard Road Diet (Segment 6E)	118153		\$ 1,037,401								\$ 1,037,401	\$ 78,599	FLWG recommendation (11/2/22)
#FLT - Villa Park Phase (Segment 6G)			\$ 3,706,000								\$ 3,706,000	\$ -	FLWG recommendation (11/2/22)
#FLT - Longdale Trail (Segments 7A - 7C.1)			\$ 18,791,656	\$ 7,299,344							\$ 26,091,000	\$ -	FLWG recommendation (11/2/22)
Capital Trail Crossings			\$ 234,000								\$ 234,000	\$ -	
I-64 at Ashland Rd (Rte 623) Interchange - DDI		9135				\$ 5,314,767			\$ 1,895,820	\$ 26,489,242	\$ 33,699,829	\$ 34,567,873	
I-64 at Oilville Rd (Rte 617) Interchange		9411								\$ 606,000	\$ 606,000	\$ 520,806	SYIP funds are Congressionally Designated; funds provided for CN
Bottoms Bridge Park and Ride	120444						\$ 200,000				\$ 200,000	\$ 3	
Stavemill Rd Turn Lane			\$ 1,800,000								\$ 1,800,000	\$ -	
Rte 288 NB Hard Shouder Running	122147	9325								\$ 8,000,000	\$ 8,000,000	\$ 7,411,254	
GreenCity Connector Trail and Bridge				\$ 1,655,000	\$ 1,960,000		\$ 3,181,500	\$ 3,181,500			\$ 9,978,000	\$ -	
F Manchester Connection to James River					\$ 564,900	\$ 1,034,997		\$ 2,372,467	\$ 2,372,467		\$ 6,344,831	\$ -	
Mayo Bridge Replacement	104888								\$ 5,000,000		\$ 5,000,000	\$ (5,000,000)	Appears to be overfunded from SYIP figures (note re: CVTA funds in SYIP online, so may be included in total?)
POV Richmond Marine Terminal Access Improvements at I-95/Bells Road			\$ 2,000,000								\$ 2,000,000	\$ -	
RT 288 NB Flyover to Bailey Bridge Connector - PE ONLY			\$ 3,696,750								\$ 3,696,750	\$ -	
N. Gayton Road Interchange at I-64			\$ 4,985,000								\$ 4,985,000	\$ -	
Chippenhams Parkway/RT 60 Interchange Improvements			\$ 2,000,000								\$ 2,000,000	\$ -	
Rt. 301 3rd Southbound Lane					\$ 52,403	\$ 777,455					\$ 829,858	\$ -	
W Broad Street Intersection Improvements at Parham Road		9240				\$ 2,108,624			\$ 502,376		\$ 2,611,000	\$ 23,333,691	
Rt. 1/Rt. 30 Green-T						\$ 1,514,091		\$ 3,440,028			\$ 4,954,119	\$ -	
A Hull Street Phase II (US360)	121391	8929				\$ 779,570		\$ 1,199,332		\$ 4,312,949	\$ 6,291,851	\$ 7,928,537	
Rt. 301/Rt. 54 Roundabout					\$ 700,000	\$ 905,000		\$ 2,919,642			\$ 4,524,642	\$ -	
W Broad Street Improvements - Short Pump		9043			\$ 3,038,850				\$ 191,150		\$ 3,230,000	\$ 24,669,865	
I-95/Route 10 Interchange Improvement, Phase II		9270			\$ 4,182,067			\$ 512,327	\$ 12,391,888		\$ 17,086,282	\$ 25,187,765	
Magellan Parkway Bridge and Approach Section				\$ 2,010,000	\$ 1,346,000	\$ 6,086,400	\$ 6,086,400	\$ 3,043,200			\$ 18,572,000	\$ -	
G Broad Street Streetscape (US250) with Pulse Expansion Phase III		9009			\$ 2,380,938			\$ 2,547,668	\$ 3,871,394		\$ 8,800,000	\$ 13,808,713	
Brook Road Improvements - Villa Park Dr to Hilliard Rd					\$ 1,305,000	\$ 1,799,000	\$ 2,508,672	\$ 2,924,800	\$ 1,878,528		\$ 10,416,000	\$ -	