

INTRODUCED: June 9, 2025

A RESOLUTION No. 2025-R029

To support an application to the Virginia Department of Transportation's Transportation Alternatives Program for the purpose of funding the installation of protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street and to commit to the required agreements of the Virginia Department of Transportation's Transportation Alternatives Program.

Patron – Mayor Danny Avula

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: JUN 23 2025 AT 6 P.M.

WHEREAS, the City of Richmond desires to submit an application for an allocation of funds through the Virginia Department of Transportation's Transportation Alternatives Program to fund the installation of protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street and to commit to the required agreements of the Virginia Department of Transportation's Transportation Alternatives Program; and

WHEREAS, such new bike lanes provide significant infrastructure upgrades to the protected bike lanes on Franklin Street and such new protected bike lanes will expand the core

AYES: 8 NOES: 0 ABSTAIN:

ADOPTED: JUN 23 2025 REJECTED: STRICKEN:

downtown protected bike network west to Lombardy and connect to the Virginia Capital Trail;
and

WHEREAS, Virginia Department of Transportation regulations now dictate that only local government agencies may submit proposals in response to Virginia Department of Transportation solicitations; and

WHEREAS, the City, to the extent permitted by law, agrees to provide the required 20 percent matching funds if the project is approved for funding; and

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that, prior to an award determination, a resolution be received from the sponsoring local jurisdiction or agency requesting the Virginia Department of Transportation to establish a Protected Bike Lanes on Franklin Street from Belvidere Street to Lombardy Street project for the City of Richmond;

NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RICHMOND:

That the Council hereby supports the application for allocation of funds through the Virginia Department of Transportation's Transportation Alternatives Program to fund the installation of protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street, committing to the required agreements of the Virginia Department of Transportation's Transportation Alternatives Program, and requesting that the Commonwealth Board of Transportation establish a project for the implementation of the Protected Bike Lanes on Franklin Street from Belvidere Street to Lombardy project.

BE IT FURTHER RESOLVED:

That, to the extent permitted by law, the City commits to providing the required 20 percent local matching funds.

BE IT FURTHER RESOLVED:

That the City hereby agrees to enter into a project administration agreement with the Virginia Department of Transportation and provide the necessary oversight to ensure that the project is developed in accordance with all applicable federal, state, and local requirements relevant to the installation of protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street.

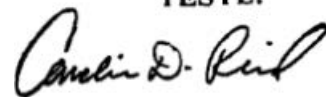
BE IT FURTHER RESOLVED:

That if the City subsequently elects to cancel the project, the City agrees to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Virginia Department of Transportation through the date of notice of such cancellation. Subject to appropriation by the Council of the City of Richmond, the City agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration or the Virginia Department of Transportation.

BE IT FURTHER RESOLVED:

That the Chief Administrative Officer, or his designee, is authorized to apply for funds and execute project administration agreements as well as other documents necessary for approved projects for the purpose of funding the installation of protected bike lanes on Franklin Street from Belvidere Street to Lombardy Street and to commit to the required agreements of the Virginia Department of Transportation's Transportation Alternatives Program.

**A TRUE COPY:
TESTE:**



City Clerk

City of Richmond

Intracity Correspondence

O&R Transmittal

DATE: March 10, 2025

EDITION: 2

TO: The Honorable Members of City Council

THROUGH: The Honorable Dr. Danny Avula, Mayor

THROUGH: Sabrina Joy-Hogg, Interim Chief Administrative Officer

THROUGH: Meghan K. Brown, Director of Budget & Strategic Planning

THROUGH: Bobby Vincent, Director of Public Works

FROM: M.S. Khara, P.E. City Engineer

RE: **APPLICATION TO THE VIRGINIA DEPARTMENT OF
TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING
FROM THE BIENNIAL FY2027-FY2028 FEDERAL TRANSPORTATION
ALTERNATIVES PROGRAM FOR FRANKLIN STREET PROTECTED
BIKE LANES FORM BELVIDERE STREET TO LOMBARDY STREET**

ORD. OR RES. No. _____

PURPOSE: To authorize the Chief Administrative Officer (CAO) or designee, for and on behalf of the City of Richmond, to formally request funding from VDOT for Protected Bike lanes on Franklin Street from Belvidere Street to Lombardy Street utilizing Transportation Alternative (TA) program projects for the FY2027-FY2028 Federal Transportation Alternatives Program and to commit to the (20%) matching funds if VDOT approves funding for this project.

BACKGROUND: The Transportation Enhancement (TE) program established under ‘SAFETEA-LU’ was replaced by the Transportation Alternative Program (TAP) with the passage of ‘MAP-21’.

The Bipartisan Infrastructure Law (BIL) continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The BIL requires all TAP projects to be funded through a competitive process. This funding program mandates 20% in matching funds to be supplied by the applicant and that the City be responsible for operating and maintenance costs of TA improvements.

Although the program requires a 20% match, the City is proposing more than the 20% match with the use of Central Virginia Transportation Authority (CVTA) Local funds on projects that are estimated to cost more than \$1,000,000 to make the application more competitive in the program.

The deadline to submit the City's application to VDOT to participate in the FY27-FY28 Transportation Alternative Program (TAP) is September 15, 2025.

FY 2027 TAP Candidate Project:

Franklin Street Protected Bike Lanes from Belvidere Street to Lombardy Street

This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to a separated two-way "cycle track" bike lane extension on Franklin Street. This new facility will expand the core downtown protected bike network west to Lombardy Street and connect to the Virginia Capital Square. This project will serve to upgrade the bike network and connect to the Fall Line Trail, which is also a physically separated design, by adding permanent protection as it passes through Richmond's central business district. The design will reduce bike/vehicle conflicts and reduce the potential for vehicle encroachments into the bike lanes.

The total estimated cost for the project is \$2,000,000.00. The City is submitting an application for a total of \$1,250,000.00 for the Franklin Street Protected Bike Lanes project. The TA Program grants 80% (\$1,000,000.00 being requested) in federal funds, and requires a 20% City match (\$250,000.00, which will be budgeted in the CIP budget). The remaining project cost of \$750,000.00 will be provided through CVTA Local funds if the project is granted TA Program funds.

COMMUNITY ENGAGEMENT: Additional public hearing/engagement will be through the Land Use and Housing and Transportation Standing Committee (LUHTSC) meeting and City Council meeting on this resolution request.

STRATEGIC INITIATIVES AND OTHER GOVERNMENTAL: Transportation projects receiving funds from VDOT will improve the city's streets by expanding connectivity and enhancing safety for pedestrian and vehicular users.

Land Use and Housing and Transportation Standing Committee (LUHTSC) will review and approve this Resolution request.

FISCAL IMPACT: If the requested \$1,000,000.00 in federal funding (80%) is received, the City's share will provide 20% in the amount of \$250,000.00 for a total TA Program cost of \$1,250,000.00. City funds will be budgeted via future CIP budgets upon federal grant approval. Additionally, the remaining project cost of \$750,000.00 will be budgeted through proposed CVTA Local funds if federal funds are approved. Additional CVTA funds are proposed to make the application more competitive in the program.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: May 27, 2025

CITY COUNCIL PUBLIC HEARING DATE: June 23, 2025

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee meeting (LUHTC) June 17, 2025

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 (Dr. Danny Avula); Interim Chief Administrative Officer (Sabrina Joy-Hogg).

RELATIONSHIP TO EXISTING ORD. OR RES.: None

ATTACHMENTS: FY 27-FY 28 TA Program Candidate Projects List

STAFF: Lamont L. Benjamin, PE, Capital Projects Administrator, DPW, 646-6339
Adel Edward, P.E., Project Manager, DPW 646-6584.

List of FY27 / FY 28 Candidate Applications for Transportation Alternative (TA) Program 04/22/25

Project	Estimated Total Project Cost	TA Program Cost	Requesting federal Funds 80%	Required City match (20%)	Proposed CVTA Local Match to cover funding Gap	Project Scope	Fiscal Year
Carnation Street side walk project Phase (III)	\$929,233	\$929,233	\$743,386	\$185,847	\$0	This project will construct a new 5-ft wide sidewalk for approximately 0.2 miles along eastbound Carnation Street from Hioaks Road to Warwick Road - a corridor lacking sidewalks today . Providing this segment of sidewalks along Carnation Street will provide for a contiguous 0.7-mile ADA-accessible pedestrian path along Carnation St from Hioaks Road to Midlothian Turnpike along a GRTC bus route with multiple bus stops. pedestrian friendly, viable, and safe. This new sidewalk will provide a safe and viable pedestrian route for an underserved population to needed commercial and health services. Carnation Street itself has many high density apartment dwellings along the project corridor and connecting sidewalks. This project fills in a sidewalk gap on Carnation Street to create a contiguous pedestrian path from Midlothian Turnpike to Janke Road.	FY 27
German School Road / Glenway Drive Sidewalk Project	\$1,412,105	\$1,250,000	\$1,000,000	\$250,000	\$ 162,105	This project will construct a new 5-ft sidewalk for approximately 600' along westbound German School Road, connecting with a proposed private development on the NW corner of German School Road at Glenway Drive, completing the last remaining sidewalk gap along German School Road that exists on the 1.25 mile residential corridor. The sidewalk improvements also extend north along Glenway Drive 450' from the proposed private development entrance (opposite 6233 Glenway Drive) to the intersection of Blakemore Road. The project includes pedestrian crossing improvements on Glenway Drive at Glenway Court and Blakemore Road. The project also includes curb extensions on German School Road at Glenway Drive to reduce the pedestrian crossing distance to connect with the remainder of the sidewalk network on the south side of the road. These improvements are a part of Richmond's Vision Zero Action Plan to improve pedestrian safety on high injury designated streets, which include German School Road. In addition, these improvements are part of Richmond Connects to provide safer pedestrian networks in communities of concern.	FY 27
Protected Bike Lanes on Franklin Street from Belvidere St to Lombardy St	\$2,000,000	\$1,250,000	\$1,000,000	\$250,000	\$750,000	This project constructs significant infrastructure upgrades to the City's Downtown Protected Bike Lanes, adding more robust and permanent physical barriers to a separated two-way "cycle track" bike lane extension on Franklin Street. This new facility will expand the core downtown protected bike network west to Lombardy and connect to the Virginia Capital Square. This project will serve to upgrade the bike network and connect to the Fall Line Trail which is also a physically separated design by adding permanent protection as it passes through Richmond's central business district. The design will reduce bike/vehicle conflicts and reduce the potential for vehicle encroachments into the bike lanes.	FY 27
Forest Hill Avenue Crossing Improvements From Westover Hills Boulevard to Taylor Avenue	\$1,456,297	\$1,250,000	\$1,000,000	\$250,000	\$206,297	This project will install RRFBs, high-visibility crosswalks, ADA-accessible curb ramps, and channelizing islands on Forest Hill Avenue at the intersection of Taylor Avenue to improve pedestrian safety. This project will also install curb extensions and RRFBs on Forest Hill Avenue between Westover Hills Boulevard and 48th Street to provide shorter pedestrian crossing distance and an improved un-signalized crossing of Forest Hill Avenue. These improvements are a part of Richmond's Vision Zero Action Plan to improve pedestrian safety on high injury designated streets, which include Forest Hill Avenue. These crossings will help reduce vehicle speeds, shorten pedestrian crossings, and improve vehicle awareness of pedestrians along this corridor to better connect existing retail areas near Westover Hills Boulevard and to reconnect the adjacent neighborhoods of Westover Hills and Forest Hill Terrace that is split by the high-speed high-injury street	FY 27
Total Projects for FY 27	\$5,797,635		\$3,743,386	\$935,847	\$1,118,402		