

INTRODUCED: July 22, 2019

A RESOLUTION No. 2019-R031

To request the Commonwealth Transportation Board to establish the Brown's Island Multiuse Trail Connection to T. Potterfield Bridge project to fund bicycle and pedestrian infrastructure improvements to enhance access from Tredegar Street to Brown's Island and from Brown's Island to the T. Potterfield Memorial Bridge.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEP 9 2019 AT 6 P.M.

WHEREAS, in accordance with the Commonwealth Transportation Board's construction allocation procedures, it is necessary that the City Council by resolution request that the Board establish the Brown's Island Multiuse Trail Connection to T. Potterfield Bridge project to fund bicycle and pedestrian infrastructure improvements to enhance access from Tredegar Street to Brown's Island and from Brown's Island to the T. Potterfield Memorial Bridge;

NOW, THEREFORE,

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

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: SEP 23 2019 REJECTED: _____ STRICKEN: _____

That the City of Richmond, Virginia, requests the Commonwealth Transportation Board establish the Brown's Island Multiuse Trail Connection to T. Potterfield Bridge project to fund bicycle and pedestrian infrastructure improvements to enhance access from Tredegar Street to Brown's Island and from Brown's Island to the T. Potterfield Memorial Bridge using \$200,000.00 in federal Transportation Alternatives Set-Aside funding.

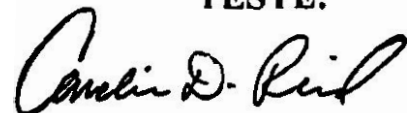
BE IT FURTHER RESOLVED:

That, to the extent permitted by law, the City hereby:

1. Commits to provide a minimum 20 percent matching contribution for this project and any additional funds necessary to complete the project.
2. Agrees to enter into a Standard Project Administration Agreement with the Virginia Department of Transportation and provide the necessary oversight to ensure that this project is developed in accordance with all federal and state requirements for the design, right-of-way acquisition, and construction of a federally funded transportation project.
3. Agrees that it will be responsible for the maintenance and operating costs of any improvement or facility constructed with Transportation Alternatives Set-Aside funds unless the City has made other arrangements with the Virginia Department of Transportation.
4. Agrees that if the City subsequently elects to cancel this project, the City will reimburse the Virginia Department of Transportation for the total amount of costs expended by the Virginia Department of Transportation through the date the Virginia Department of Transportation is notified of such cancellation and will repay any funds previously reimbursed for costs that the Federal Highway Administration later deems ineligible.

A TRUE COPY:

TESTE:



City Clerk



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

O & R REQUEST
4-8924
JUN 24 2019
Office of the Chief Administrative Officer

O&R REQUEST

DATE: June 19, 2019

EDITION: 1

RECEIVED

TO: The Honorable Members of City Council

JUL 15 2019

THROUGH: The Honorable Levar M. Stoney, Mayor

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer

OFFICE OF THE CITY ATTORNEY

THROUGH: Robert C. Steidel, Deputy Chief Administrative Officer - Operations

THROUGH: Bobby Vincent, Director of Public Works

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

THROUGH: Lamont L. Benjamin, P.E., Capital Projects Administrator

FROM: Adel Edward, P.E., Project Manager

RE: APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE BIENNIAL FY2021-FY2022 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FOR 11 TRANSPORTATION ALTERNATIVE (TA) PROJECTS.

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 11 Transportation Alternative (TA) projects for the FY2021-FY2022 Federal Transportation Alternatives Program and to commit to the (20%) matching funds if VDOT approves funding for any of the following submitted candidate projects:

- A. Fiscal Year 2021 Candidate Projects (not in priority order):
1. Tredegar Street Sidewalk: From the Belle Isle Pedestrian Bridge to S 7th Street
2. Greene Elementary School-Safe Route to School-Phase II: On Catalina Drive from Clarkson Road to Cranford Avenue
3. Carnation Street Sidewalk- Phase II: From Warwick Road to Hioaks Road.

4. State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I: From Hill Top Drive to the Boulevard Bridge
 5. State Route 147 (Main Street) Pedestrian Curb Extensions-Phase I: Main Street from Belvidere Street to Arthur Ashe Boulevard
 6. 1st, 2nd, and 3rd Street Bike Infrastructure-Phase II: From Broad Street to Spring Street.
- B. Fiscal Year 2022 Candidate Projects (not in priority order):
7. Browns Island multiuse trail Connection T. Potterfield Bridge: On Browns Island from Tredegar Street to T. Potterfield Bridge
 8. Maymont Neighborhood Sidewalk- Phase II: On New York, Pennsylvania, Nevada, Dakota, and Colorado Avenues from Hampton Street to Southampton Avenue
 9. State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure-Phase II: Park Drive/Blanton Avenue from the Boulevard Bridge to French Street
 10. State Route 147 (Cary Street) Pedestrian Curb Extensions-phase II: Cary Street from Belvidere Street to Arthur Ashe Boulevard
 11. Commerce Road Curb Extensions: Commerce Road from Perry Street to Bainbridge Street

REASON: In accordance with the Commonwealth Transportation Board (CTB) policy, it is required that a supporting resolution and a City Council public hearing of each resolution be held for the application committing 20% local match if project received federal funds to be considered for awarding of Transportation Alternatives Program (TAP) funds. VDOT is requesting a biennial application submittal for fiscal years 2021 and 2022 for Transportation Alternatives Program and a separate resolution of support for each project.

RECOMMENDATION: The Department of Public Works recommends approval.

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

Fixing America's Surface Transportation Act or "FAST Act" eliminates the MAP-21's TAP and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for TAP. These set-aside funds include all projects and activities eligible under TAP, encompassing a variety of smaller-scale non-motorized 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 storm water and habitat connectivity. There are 10 eligible activities under this program.

The FAST Act 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 the City be responsible for operating and maintenance cost of TA improvements.

VDOT requests a biennial application submittal for fiscal years 2021 and 2022 for the Transportation Alternatives Program.

The deadline to submit the City's application to VDOT to participate in the FY21-FY 22 Transportation Alternative Program (TAP) is October 1st, 2019

FY 2021 TAP Candidate Projects:

1. Tredegar Street Sidewalk

Construct brick sidewalks, ADA complaint ramps, and cross walk improvements on the north and south side of Tredegar Street, from South 7th Street to Belle Isle Pedestrian Bridge. This area is directly adjacent to the face of the river. There is a significant amount pedestrian and bike traffic crossing the available bridge in the area. The additional sidewalk, ADA ramps, and crosswalks will improve the safety of bike and pedestrian travelers and add aesthetic value to the area. The total project estimated cost is \$380,000. The amount of (\$304,000) is being requested for FY 21 of the TA Program.

The TA Program requires a 20% (\$76,000) City of Richmond match. If federal funds for 80% (\$304,000) of this project is received, the City will need to budget the matching fund amount of \$76,000 through the upcoming CIP budget.

2. Greene Elementary School-Safe Route to School-Phase II

In FY18, the City was successful in obtaining \$304,000 in TAP funds, which the CIP program is providing the 20% match (\$76,000) through FY19 CIP budget process for a total Phase I of \$380,000 to construct sidewalk improvements on Clarkson Road to Greene Elementary School.

Phase II Safe Routes to School Improvements (this application) will continue to enhance pedestrian safety along Catalina Drive from Clarkson Road to Cranford Avenue for children walking to school from the neighborhood. Currently no sidewalks exist in this area to allow for safe passage along these streets. The installation of new sidewalks will improve pedestrian mobility and safety while travelling to Greene Elementary School for \$675,000 in total estimated project costs. The amount of \$540,000 is being requested for FY 21 of the TA Program.

The TA Program requires a 20% (\$135,000) City of Richmond match. If federal funds for 80% (\$540,000) of this project is received, the City will need to budget the matching fund amount of \$135,000 through the upcoming CIP budget.

3. Carnation Street Sidewalk-Phase II

In previous years, the City was successful in obtaining \$480,000 in TAP funds, which the CIP program is providing the 20% match (\$120,000) through the CIP budget process for a total Phase I of \$600,000 to construct sidewalk improvements from Midlothian Turnpike to Warwick Rd Phase I. project is currently under Construction.

Phase II constructs new sidewalks on Carnation Street from Warwick Rd to Hioaks Rd, this would provide for pedestrian and wheelchair travel along the Corridor making a link from Hioaks to Midlothian a pedestrian friendly, viable and safe. This new sidewalk would serve an underserved population with access to needed commercial and health services and when constructed will enhance pedestrian safety and improve mobility. Carnation Street itself has many high density apartment dwellings along the way. Sidewalk exists on Midlothian and Hioaks, but no sidewalk exist along Carnation which is a direct connector to Midlothian and Hioaks.

The total estimated cost for the Carnation Street Sidewalk project is \$400,000. The amount of \$320,000 is being requested for FY 21 of the TA Program. The TA Program requires a 20% (\$80,000) City of Richmond match. If federal funds for 80% (\$320,000) of this project is received, the City will need to budget the matching fund amount of \$80,000 through the upcoming CIP budget.

4. State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I

This project will create separated bike infrastructure on Westover Hills Boulevard from the Boulevard Bridge to Clarence Street and a Bike-Walk from Clarence Street to CSX Right-of-Way just south of Hill Top Drive. This corridor is a critical link to existing and future bike infrastructure projects including Forest Hill Avenue and the James River Branch Greenway. This project connects several neighborhoods to a growing commercial area as well as the expansive James River park system and also addresses critical barriers to safe bicycle access, namely the James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the Westover Hills Elementary School.

The total estimated cost for the State Route 161 (Westover Hill Boulevard) Bike Infrastructure Phase I project is \$500,000. The amount of \$400,000 is being requested for FY 21 of the TA Program. The TA Program requires a 20% (\$100,000) City of Richmond match. If federal funds for 80% (\$400,000) of this project is received, the City will need to budget the matching fund amount of \$100,000 through the upcoming CIP budget.

5. State route 147 (Main Street) Pedestrian Curb Extensions-Phase I

This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Main Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by the Virginia Commonwealth University, the Fan District, and the Museum District makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

The total estimated cost for the State Route 147 (Main Street) Pedestrian Curb Extensions Phase I project is \$480,000. The amount of \$384,000 is being requested for FY 21 of the TA Program. The TA Program requires a 20% (\$96,000) City of Richmond match. If federal funds for 80% (\$480,000) of this project is received, the City will need to budget the matching fund amount of \$96,000 through the upcoming CIP budget.

6. 1st, 2nd, and 3rd Street Bike Infrastructure-Phase II

This project constructs design plans that have been finalized to complete a previous TAP application. The project scope includes converting existing on-street parking into a two way cycle track that is protected by a buffer and parked vehicles on 3rd Street from Broad Street to Byrd Street. It provides for a two way cycle track on Byrd Street from 3rd Street to 2nd Street. This project provides a separated bike lane on 2nd Street from Byrd Street to Spring Street.

The total estimated cost for the 1st, 2nd, and 3rd Street Bike Infrastructure Phase II project is \$300,000. The amount of \$240,000 is being requested for FY 21 of the TA Program. The TA Program re-quires a 20% (\$60,000) City of Richmond match. If federal funds for 80% (\$240,000) of this project is received, the City will need to budget the matching fund amount of \$60,000 through the upcoming CIP budget.

FY 2022 TAP Candidate Projects:

7. Browns Island multiuse Trail Connection to T. Potterfield Bridge

This project will construct bicycle and pedestrian (ADA-compliant) access improvements on Browns Island from Tredegar Street to the T. Potterfield Memorial Bridge, a dedicated pedestrian and bicycle bridge crossing of the James River that links Downtown Richmond with the Manchester community on the south side of the river. Improvements will include replacement and improvement of a narrow, dated ramp structure that provides inadequate, and non-ADA access to the recently constructed bridge. Improvements will also be made to enhance bicycle and pedestrian access on Browns Island between T. Potterfield Bridge and Tredegar Street, improving access and flow of users on and off the bridge, on and off the island, and reducing user conflicts during heavily used days and during special events that are often hosted on the Island. These access improvements will tie into planned pedestrian improvements along Tredegar Street, site of the United States Civil War Museum and other heavily-visited James River Park System attractions.

The total estimated cost for the Browns Island Connection at T. Potterfield Bridge project is \$250,000. The amount of \$200,000 is being requested for FY 22 of the TA Program. The TA Program requires a 20% (\$50,000) City of Richmond match. If federal funds for 80% (\$200,000) of this project is received, the City will need to budget the matching fund amount of \$50,000 through the upcoming CIP budget.

8. Maymont Neighborhood Sidewalk- Phase II

This is Phase II of previously funded Maymont neighborhood Phase I sidewalk TA Project. The Maymont Neighborhood has a high level of pedestrian traffic that travels to destinations such as Maymont Park, Texas Beach within the James River Park System, and GRTC transit stops. Numerous streets located throughout the Maymont neighborhood do not have sidewalks nor ADA-compliant curb ramps. To create a safe and accessible pedestrian environment, sidewalks are needed throughout the neighborhood. . The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely developed older community. There are two public schools, including the Amelia Street School which provides alternative and special education services for students with disabilities. The neighborhood also has 16 GRTC transit stops, with boarding's and alighting's as high as 200 riders per day. As a result the community has a great deal of pedestrian activity, however the community has significant gaps in sidewalk continuity. Additionally, the eastern entrance to Maymont Park is on Hampton Street and during special events there are large numbers of visitors that park their vehicles throughout the neighborhood and walk to the park. . The installation of new sidewalk will help improve the pedestrian safety throughout the Maymont Neighborhood Area. Phase II will consist of new sidewalks on New York Ave from Hampton St. to Southampton Ave, Hampton St from New York Ave to Pennsylvania Ave and from Nevada Ave to Dakota Ave, Nevada Ave from Hampton St to

South Meadow St, Dakota Ave from Hampton St to Greenville Ave and Colorado Ave from Carter St to Alley.

The total estimated cost for the Maymont Sidewalk Phase II project is \$430,000. The amount of \$344,000 is being requested for FY 22 of the FY2021-FY2022 TA Program. The TA Program requires a 20% (\$86,000) City of Richmond match. If federal funds for 80% (\$344,000) of this project is received, the City will need to budget the matching fund amount of \$86,000 through the upcoming CIP budget.

9. State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure Phase II

This project will create separated bike infrastructure on State Route 161 (Park Drive from the Boulevard Bridge to Blanton Avenue and from Blanton Avenue to French Street). This corridor is a critical link to existing and future bike infrastructure projects including Grayland Avenue and Douglasdale Avenue. This project connects several neighborhoods to Maymont Park, Byrd Park, Dogwood Dell Amphitheatre and the expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely shoulder wedging, pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the JB Cary Elementary School

The total estimated cost for the State Route 161 (Park Drive) Bike Infrastructure Phase II project is \$550,000. The amount of \$440,000 is being requested for FY 22 of the TA Program. The TA Program requires a 20% (\$110,000) City of Richmond match. If federal funds for 80% (\$440,000) of this project is received, the City will need to budget the matching fund amount of \$110,000 through the upcoming CIP budget.

10. State Route 147 (Cary Street) Pedestrian Curb Extensions-Phase II

This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from State Route 161 (Arthur Ashe Boulevard) to US Route 1 (Belvidere Street). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by Carytown, the Museum District, the Fan District and Virginia Commonwealth University makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

The total estimated cost for the State Route 147 (Cary Street) Pedestrian Curb Extensions Phase II project is \$500,000. The amount of \$400,000 is being requested for FY 22 of the TA Program. The TA Program requires a 20% (\$100,000) City of Richmond match. If federal funds for 80% (\$400,000) of this project is received, the City will need to budget the matching fund amount of \$100,000 through the upcoming CIP budget.

11. Commerce Road Pedestrian Curb Extensions

This project will provide bicycle and pedestrian safety and access improvements on Commerce Road to better connect two Smart Scale projects funded for Hull Street Improvement and Kana-wha Plaza area improvement on the south side and north side of the James River, respectively. This project will create separated bike infrastructure on Commerce Road from the Manchester Bridge on/ramps to Bainbridge Street. This corridor is a critical link to existing and future bike infrastructure projects including Manchester Bridge. This project connects several neighborhoods, like Manchester and Blackwell, to downtown as well as the expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and Commerce Road. There will be a combination of techniques used to create separated bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project will also utilize a low cost systemic approach to improve pedestrian safety and access along Commerce Road from the Manchester Bridge to Decatur Street. This project constructs pedestrian safety curb extensions on the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. The dense mixed land use anchored by the Manchester neighborhood makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Blackwell Elementary School. The proposed pedestrian improvements plus ancillary items will address long standing safety concerns expressed by the community.

The total estimated cost for the Commerce Road Pedestrian Curb Extensions project is \$400,000. The amount of \$320,000 is being requested for FY 22 of the TA Program. The TA Program requires a 20% (\$80,000) City of Richmond match. If federal funds for 80% (\$320,000) of this project is received, the City will need to budget the matching fund amount of \$80,000 through the upcoming CIP budget.

FISCAL IMPACT/COST: If federal funding for these projects are received, the City's share will be 20% of the total projects cost in the amount of \$547,000 for FY21 and \$426,000 for FY22 totaling \$973,000 that needs to be budgeted via future CIP budgets upon federal grant approval. A list of candidate projects is attached.

FISCAL IMPLICATIONS: Not adopting this resolution will not allow the project to compete for the Federal Transportation Alternatives funds.

BUDGET AMENDMENT NECESSARY: No.

REVENUE TO CITY: \$2,188,000 for FY21 and \$1,704,000 for FY22 totaling \$3,892,000 if federal Transportation Alternatives Funds are approved by VDOT for FY21-22. A list of candidate Projects is attached.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: July 22, 2019

CITY COUNCIL PUBLIC HEARING DATE: September 23, 2019

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee (LUHTSC) on September 17, 2019

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 (Selena Cuffee-Glenn); and Robert C. Steidel, Deputy CAO of Operations.

RELATIONSHIP TO EXISTING ORD. OR RES.: None

REQUIRED CHANGES TO WORK PROGRAM(S): Small maintenance costs are expected in the future years after construction is completed.

ATTACHMENTS: Transportation Alternative Program Set Aside Sample Resolution.
FY 21-FY 22 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.



Transportation Alternatives Set-Aside Sample Resolution

Whereas, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a resolution be received from the sponsoring jurisdiction or agency requesting the Virginia Department of Transportation establish a Transportation Alternatives Set-Aside project to be administered by (insert jurisdiction / agency name).

Now, Therefore, Be It Resolved, that (insert jurisdiction / agency name), requests the Commonwealth Transportation Board to establish a project for the (insert project title and/or description),

Be It Further Resolved, that (insert jurisdiction / agency name) hereby commits to provide a minimum 20 percent matching contribution for this project and any additional funds necessary to complete the project,

Be It Further Resolved, that (insert jurisdiction / agency name) hereby agrees to enter into a project administration agreement with the Virginia Department of Transportation and provide the necessary oversight to ensure the project is developed in accordance with all state and federal requirements for design, right of way acquisition, and construction of a federally funded transportation project,

Be It Further Resolved, that (insert jurisdiction / agency name) will be responsible for maintenance and operating costs of any improvement / facility constructed with Transportation Alternatives Set-Aside funds unless other arrangements have been made with the Department,

Be It Further Resolved, that if (insert jurisdiction / agency name) subsequently elects to cancel this project (insert jurisdiction / agency) hereby agrees to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Department through the date the Department is notified of such cancellation. (Insert jurisdiction / agency) also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

Be It Further Resolved, that [insert jurisdiction / agency name (Council / Board of Supervisors or Director)] hereby grants authority for the [insert title of position, i.e. City Manager/County Administrator/Agency Director] to execute project agreements for any approved Transportation Alternatives Set-aside projects for Fiscal Year 20xx-xx.

Adopted this _____ day of _____, 20____
_____, Virginia

By: _____
Attest

FY 21 and FY 22 Federal Transportation Alternative Program Candidate Application List 06/19/19

NO.	Project Name	Brief Description	Requesting FEDERAL Funding (80%)	Required (20%) City Match (to be budgeted) upon Project Selection	Estimated Total Cost
FY21					
FY 21-1	Tredegar St sidewalk Project	Construct brick sidewalk, ADA compliant ramps and crosswalk improvements on the north side and south side of Tredegar Street from Belle Isle Pedestrian Bridge to S 7th Street	\$304,000.00	\$76,000.00	\$380,000.00
FY 21-2	Greene Elementary School Safe Route to School (Phase II)	Construct sidewalks on Catalina Drive from Clarkson Road to Cranford Avenue	\$540,000.00	\$135,000.00	\$675,000.00
FY21-3	Carnation Street Sidewalk Project (Phase II)	Construct sidewalks on Carnation Street from Warwick Rd to Hloaks Road	\$320,000.00	\$80,000.00	\$400,000.00
FY21-4	State Route 161 (Westover Hill Blvd) bike infrastructure Phase I	Construct bike infrastructure on 49th street/ Westover Hills from Hill Top Drive to the Boulevard Bridge	\$400,000.00	\$100,000.00	\$500,000.00
FY21-5	State Route 147 (Main Street) Pedestrian Curb Extensions Phase I	Construct Pedestrian Curb Extensions on Main Street from Belvidere Street to Arthur Ashe Boulevard	\$384,000.00	\$96,000.00	\$480,000.00
FY21-6	1st, 2nd and 3rd street Bike Infrastructure (phase II)	Bike Infrastructure from Broad Street to Spring Street	\$240,000.00	\$60,000.00	\$300,000.00
		TOTAL FY21 =	\$2,188,000.00	\$547,000.00	\$2,735,000.00
NO.	Project Name	Brief Description	Requesting FEDERAL Funding (80%)	Required (20%) City Match (to be budgeted)	Estimated Total Cost
FY22					
FY22-1	Browns Island multiuse trail Connection at T. Potterfield Bridge	Construct trail access improvements on browns island from Tredegar Street to potterfield Bridge	\$200,000.00	\$50,000.00	\$250,000.00
FY22-2	Maymont Neighborhood Phase II sidewalks Project	Construct Sidewalk on New York, Pennsylvania, Nevada, Dakota, and Colorado Avenues from Hampton St to Southhamton Avenue	\$344,000.00	\$86,000.00	\$430,000.00
FY22-3	State route 161 (Park Drive/ Blanton Ave) Bike Infrastructure Phase II	Construct bike infrastructure on Park Drive / Blanton Avenue from Boulevard Bridge to French Street	\$440,000.00	\$110,000.00	\$550,000.00
FY22-4	State Route 147 (Cary Street) Pedestrian Curb Extensions Phase II	Construct Pedestrian Curb Extensions on Cary Street From Belvidere Street to Arthur Ash Boulevard	\$400,000.00	\$100,000.00	\$500,000.00
FY22-5	Commerce Road Pedestrian Curb Extensions	Construct Pedestrian Curb Extensions on Commerce Road from Perry Street to Brainbridge Street	\$320,000.00	\$80,000.00	\$400,000.00
		TOTAL FY22 =	\$1,704,000.00	\$426,000.00	\$2,130,000.00