

INTRODUCED: July 26, 2021

AN ORDINANCE No. 2021-227

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 Virginia Department of Transportation to provide funding for the State Route 161 Bike – Phase II project for the purpose of installing separated bicycle infrastructure along State Route 161 from its intersection with the north end of the Boulevard Bridge to its intersection with Blanton Avenue and from Blanton Avenue to its intersection with French Street to improve bicycle safety and access.

Patron – Mayor Stoney and Ms. Lynch

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEP 27 2021 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 Virginia Department of Transportation to provide funding for the State Route 161 Bike – Phase II project for the purpose of installing separated bicycle infrastructure along State Route 161 from its intersection with the north end of the Boulevard Bridge to its

AYES: 9 NOES: 0 ABSTAIN: _____

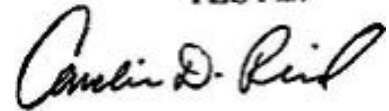
ADOPTED: SEP 27 2021 REJECTED: _____ STRICKEN: _____

intersection with Blanton Avenue and from Blanton Avenue to its intersection with French Street to improve bicycle safety and access. 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.

A TRUE COPY:

TESTE:

A handwritten signature in cursive script, appearing to read "Amelia D. Reil".

City Clerk



CITY OF RICHMOND

INTRACITY CORRESPONDENCE

O&R REQUEST

DATE: June 21, 2021

EDITION: 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

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

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: TO AUTHORIZE THE CHIEF ADMINISTRATIVE OFFICER OR HIS DESIGNEE TO EXECUTE STANDARD CITY STATE AGREEMENTS FOR TRANSPORTATION ALTERNATIVE (TA) PROGRAM 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 execute standard City/State agreements for six Transportation Alternative (TA) Program projects for the biennial FY2021-FY2022 Federal Transportation Alternatives Program.

- A. Fiscal Year 2021 approved and funded Transportation Alternative Projects are:**
 1. Tredegar Street Sidewalk (From Belle Isle Pedestrian Bridge to S 7th Street)
 2. Greene Elementary School-Safe Route to School-Phase II (Catalina Drive from Clarkson Road to Cranford Avenue)
 3. State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I (From Hill Top Drive to the Boulevard Bridge)

B. Fiscal Year 2022 approved and funded Transportation Alternative Projects are:

4. Browns Island multiuse trail Connection to T. Potterfield Bridge (From Tredegar Street to T. Potterfield Bridge)
5. Maymont Neighborhood Sidewalk- Phase II (On New York, Pennsylvania, Nevada, Dakota, and Colorado Avenues from Hampton Street to Southampton Avenue)
6. State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure-Phase II (Park Drive/Blanton Avenue from the Boulevard Bridge to French Street)

REASON: The Virginia Department of Transportation (VDOT) requests that the City enter into an agreement for the development and administration of the six approved and funded FY21-FY22 Transportation Alternative Program Projects. A separate City State agreement is required for each of the six (6) approved applications.

RECOMMENDATION: The Department of Public Works recommends approval of this ordinance

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 requested a biennial application submittal for fiscal years 2021 and 2022 for the Transportation Alternatives Program. The deadline of this submittal was October 1st, 2019, the City submitted 11 competitive applications and was approved for funding for 7 applications 6 of which are listed in this ordinance

FY 2021 TAP Approved 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 river. There is a significant amount of pedestrian and bike traffic crossing the bridges 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 estimated cost of the project is \$380,000. The Project was accepted and awarded \$304,000 in federal reimbursable funds. The City provided the 20% matching funds (\$76,000) through FY22 adopted CIP budget.

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

Phase II Safe Routes to School Improvements will 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. The estimated cost of the project is \$675,000. The Project was accepted and awarded \$540,000 in federal reimbursable funds. The City provided 20% matching funds (\$135,000) through FY22 adopted CIP budget

3. 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 in the vicinity of 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 Project was accepted and awarded \$ 400,000 in federal reimbursable funds and the City provided 20% matching funds (\$100,000) through FY22 adopted CIP budget.

FY 2022 TAP Approved Projects:

4. 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 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 Project was accepted and awarded \$ 200,000 in federal reimbursable funds and the City provided 20% matching funds in an amount of (\$50,000) through FY 22 adopted CIP budget.

5. Maymont Neighborhood Sidewalk- Phase II

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. This is a continuation of previously funded Maymont Neighborhood Sidewalk Phase I 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 improve the pedestrian safety throughout the Maymont Neighborhood Area.

The total estimated cost for the Maymont Sidewalk Phase II project is \$430,000. The Project was accepted and awarded \$344,000 in federal reimbursable funds and the City provided 20% matching funds in an amount of \$ (86,000) through FY 22 adopted CIP budget.

6. 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 Douglas dale 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 in the vicinity of JB Cary Elementary School

The total estimated cost for the State Route 161 (Park Drive) Bike Infrastructure Phase II project is \$550,000. The Project was accepted and awarded \$ 440,000 in federal reimbursable funds and the City provided 20% matching funds in an amount of (\$110,000) through FY 22 adopted CIP budget.

FISCAL IMPACT/COST: \$557,000. The City's share of the six TA Program projects will be 20% of the total projects cost in the amount of \$311,000 for FY21 award and \$246,000 for FY22 award for a total of \$557,000. Those matching funds are budgeted in FY 22 adopted CIP budget

FISCAL IMPLICATION: By not adopting the ordinance, the City will not receive \$1,244,000 in Federal Transportation Alternative funds in FY 21 and will not receive \$984,000 of Federal Transportation Funds in FY 22

O&R Request

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BUDGET AMENDMENT NECESSARY: No. City's share of 20% match is funded thru FY 22 CIP adopted budget.

REVENUE TO CITY FROM THOSE PROJECTS: \$ 2,228,000 federal TA funds (\$1,244,000 for FY21 and \$984,000 for FY22) budgeted in FY 22 CIP adopted budget.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: July 26, 2021

CITY COUNCIL PUBLIC HEARING DATE: September 27, 2021

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation (LUHT) on September 21, 2021

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); Acting Chief Administrative Officer (J. E. Lincoln Saunders); and Robert C. Steidel, Deputy CAO of Operations.

RELATIONSHIP TO EXISTING ORD. OR RES.: RES 2019-R040 (Tredegar street), RES 2019-R039 (State RTE 161 Phase I), RES 2019-R038 (State RTE 161 Phase II), RES 2019-R037 (Maymont sidewalks Phase II), RES 2019-R034(Green Elementary School Phase II), and RES 2019-R031 (Brown Island Trail Connection).

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

ATTACHMENTS: City/State Agreements for six approved projects.

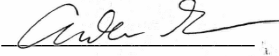
STAFF: Lamont L. Benjamin, PE, Capital Projects Administrator, DPW, 646-6339
Adel Edward, P.E., Project Manager, DPW 646-6584.

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

CITY OF RICHMOND, VIRGINIA:

Approved as to Form:

J. E. Lincoln Saunders


Assistant City Attorney

Typed or printed name of signatory

Acting Chief Administrative Officer

Date

Title

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.

**COMMONWEALTH OF VIRGINIA, DEPARTMENT OF
TRANSPORTATION:**

Chief of Policy
Commonwealth of Virginia
Department of Transportation

Date

Signature of Witness

Date

Attachments

Appendix A (UPC 118064)

Appendix A

Date: 12/4/2020

Project Number: EN20-127-093 **UPC:** 118064 **CFDA #** 20.205 **Locality:** City of Richmond

| | | |
|---|----------------------------------|---|
| Project Location ZIP+4: 23221-3901 | Locality DUNS # 003133840 | Locality Address (incl ZIP+4): 900 East Broad Street Richmond, VA 23219-1907 |
|---|----------------------------------|---|

Project Narrative

| | |
|--------------------------|--|
| Work Description: | State Route 161 Bike - 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). |
| From: | Boulevard Bridge |
| To: | French Street |

Locality Project Manager Contact info: Jakob Helmboldt 804-646-7141 jakob.helmboldt@richmondgov.com
Department Project Coordinator Contact Info: Jorg Huckabee-Mayfield 804-609-5292 jorg.huckabee-mayfield@vdot.virginia.gov

Project Estimates

| | Preliminary Engineering | Right of Way and Utilities | Construction | Total Estimated Cost |
|--|-------------------------|----------------------------|--------------|----------------------|
| Estimated Locality Project Expenses | \$76,423 | \$30,000 | \$363,385 | \$469,808 |
| Estimated VDOT Project Expenses | \$16,231 | \$2,500 | \$11,239 | \$29,970 |
| Estimated Total Project Costs | \$92,654 | \$32,500 | \$374,624 | \$499,778 |

Project Cost and Reimbursement

| Phase | Estimated Project Costs | Funds type <i>(Choose from drop down box)</i> | Local % Participation for Funds Type | Local Share Amount | Maximum Reimbursement (Estimated Cost - Local Share) | Estimated Reimbursement to Locality (Max. Reimbursement - Est. VDOT Expenses) |
|-----------------------------|-------------------------|--|--------------------------------------|--------------------|---|--|
| Preliminary Engineering | \$92,654 | Transportation Alternatives | 20% | \$18,531 | \$74,123 | |
| Total PE | \$92,654 | | | \$18,531 | \$74,123 | \$57,892 |
| Right of Way & Utilities | \$32,500 | Transportation Alternatives | 20% | \$6,500 | \$26,000 | |
| Total RW | \$32,500 | | | \$6,500 | \$26,000 | \$23,500 |
| Construction | \$374,624 | Transportation Alternatives | 20% | \$74,925 | \$299,699 | |
| Total CN | \$374,624 | | | \$74,925 | \$299,699 | \$288,460 |
| Total Estimated Cost | \$499,778 | | | \$99,956 | \$399,822 | \$369,852 |

| | |
|---|-----------|
| Total Maximum Reimbursement by VDOT to Locality (Less Local Share) | \$399,822 |
| Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses) | \$369,852 |

Project Financing

| Transportation Alternatives | Transportation Alternatives Local Match | | | | Aggregate Allocations |
|-----------------------------|---|--|--|--|-----------------------|
| \$440,000 | \$110,001 | | | | \$550,001 |

Program and Project Specific Funding Requirements

- This Project shall be administered in accordance with VDOT's Locality Administered Projects Manual and Transportation Alternatives Program Guide.
- In accordance with Chapter 12.1.3 (Scoping Process Requirements) of the LAP Manual, the locality shall complete project scoping on or before 8/4/2022.
- This is a limited funds project. The LOCALITY shall be responsible for any additional funding in excess of \$399,822
- Reimbursement for eligible expenditures shall not exceed funds allocated each year by the Commonwealth Transportation Board in the Six Year Improvement Program.
- All local funds included on this appendix have been formally committed by the local government's board or council resolution subject to appropriation.
- Eligible VDOT Project expenses will be recovered as follows: 80% will be deducted from the federal allocation and 20% will be deducted from reimbursement requests.
- The DEPARTMENT will conduct all environmental studies necessary to complete an environmental document in compliance with the National Environmental Policy Act. The LOCALITY is responsible for implementing any environmental commitments from the environmental document. In addition, the LOCALITY is responsible for obtaining any water quality permits and conducting any required hazardous materials due diligence efforts. VDOT's estimated cost for the environmental document and studies will be provided to the LOCALITY and deducted from the Project funds.
- For Transportation Alternatives (TA) Projects, the LOCALITY shall maintain the Project or have it maintained in a manner satisfactory to the DEPARTMENT for its useful life and make ample provisions each year for such maintenance unless otherwise agreed to by the DEPARTMENT. Failure to do so, or the sale of a TA funded improvement prior to the expectations as identified in the TA Guide, may require repayment of federal funds.
- In accordance with CTB policy, the Project must be under construction by 9/30/2023 or the federal Transportation Alternatives (TA) funding may be subject to de-allocation.
- Any ineligible items identified throughout Project development will not be reimbursable.

This attachment is certified and made an official attachment to this document by the parties to this agreement.

Authorized Locality Official Date

Authorized VDOT Official Date

Typed or printed name of person signing

Typed or printed name of person signing