

INTRODUCED: July 27, 2015

AN ORDINANCE No. 2015-162-176

To authorize the Chief Administrative Officer, on behalf of the City of Richmond, to execute a Grant Agreement between the City of Richmond and the Federal Transit Administration for the purpose of receiving federal funding of \$1,104,645 to fund Phase 3 improvements to Main Street Station.

Patron – Mayor Jones

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEPT 28 2015 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer, on behalf of the City of Richmond, is hereby authorized to execute a Grant Agreement between the City of Richmond and the Federal Transit Administration for the purpose of receiving federal funding of \$1,104,645 to fund Phase 3 improvements to Main Street Station. Such Grant Agreement shall be approved as to form by the City Attorney and shall be substantially in the form of the document attached to this ordinance.

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

AYES: 7 NOES: 0 ABSTAIN: _____

ADOPTED: SEPT 28 2015 REJECTED: _____ STRICKEN: _____



RECEIVED CITY OF RICHMOND

JUL 15 2015 INTRACITY CORRESPONDENCE

OFFICE OF CITY ATTORNEY

O & R REQUEST

JUN 17 2015

Chief Administration Office
City of Richmond

4-3730

O&R REQUEST

DATE: June 4, 2015 **EDITION:** 1

TO: The Honorable Members of City Council

THROUGH: Dwight C. Jones, Mayor *[Signature]*

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer *[Signature]*

THROUGH: Norman Butts, Deputy Chief Administrative Officer for Finance and Administration *[Signature]*

THROUGH: Lee Downey, Interim Deputy Chief Administrative Officer for Economic Development and Planning *[Signature]*

FROM: Douglas Dunlap, Interim Director, Economic and Community Development *[Signature]*

SUBJECT: Authorizing the Chief Administrative Officer to enter into an agreement with the Federal Transit Administration in the amount of \$1,104,645 for the Main Street Station Phase 3 development

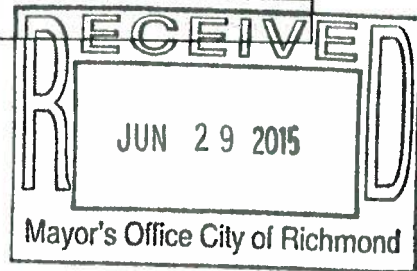
ORD. OR RES. No. _____

PURPOSE: Authorizing the Chief Administrative Officer to enter into an agreement with the Federal Transit Administration in the amount of \$1,104,645 for the Main Street Station Phase 3 development. The funding has been allocated from the Richmond Regional Transportation Planning Organization (RRTPO). The federal funding is at an 80% level requiring a 20% non-federal match which is provided by the Virginia Department of Rail and Public Transportation and the City of Richmond.

REASON: The federal funding will provide capital financial assistance for the Phase 3 development of the Main Street Station.

RECOMMENDATION: Approval.

BACKGROUND: The City of Richmond has embarked on the development of the Main Street Station to strengthen the region's transportation network, to bolster economic vitality in downtown and to rehabilitate a historic landmark, which to many people is symbolic of the City. The \$86 million rehabilitation of the Main Street Station property into a multimodal transportation center will serve Amtrak, Greater Richmond Transit Company buses, intercity bus service, airport shuttles, tax-



is, and other alternative modes of travel such as bikeshare, bike storage/rental, Zipcars, Segways, scooters and electric vehicle charging stations at one centralized location in downtown. Main Street Station is located at the convergence of regional bike trails, pedestrian trails, transit routes, Interstates/major arterials and the national passenger rail system. The Canal Walk (\$103 million public investment spurring \$700 million in private investment) and the Virginia Capital Trail (\$57 million public investment linking Williamsburg to Richmond) intersect two blocks from Main Street Station. The station will host the Virginia Welcome Center available to the 65 million travelers per year passing by the station on I-95 and surrounding streets and will provide a Bicycle Welcome Center for the riders on the Virginia Capital Trail. The improvements to Main Street Station will further strengthen its position as a monumental gateway to Virginia's Capital City by linking downtown Richmond with downtown Washington DC, Philadelphia, New York, Boston and other East Coast metropolitan areas.

The implementation of the project is scheduled in three phases.

- The \$26.9 million first phase was completed in December 2003.
- The \$10.6 million second phase was completed in September 2007.
- The completion of the \$48.5 million phase 3 projected in September 2016.

The core facility and the rail infrastructure are in place. The Main Street Station will serve as a principal hub for the State's rail efforts, generating future passenger rail lines to the north, south, east and west with an anticipated total of 32 conventional and high speed trains daily serving the station. To date, the City of Richmond has secured financial commitments totaling \$86 million for the capital funding, which demonstrates regional, state and national support for the project. These commitments are comprised of Congressional authorizations, appropriations and federal grants, along with matching funds from the Commonwealth of Virginia and the City of Richmond. The funding associated with this resolution is included in the \$86 million total.

This project has been developed in a joint effort between the direct stakeholders in the transportation center including Amtrak, CSX Transportation, Greater Richmond Transit Company (GRTC), Federal Transit Administration, Federal Railroad Administration, Commonwealth of Virginia and the City. Representatives of these entities have been working closely together for over two decades to plan, develop and implement this project.

The City of Richmond is the lead entity responsible for the phased rehabilitation of the Main Street Station and the facilities needed for the Main Street Station patrons. The Commonwealth of Virginia is the lead entity responsible for the track improvements and track infrastructure. The City's development plans, which are advancing ahead of the State's rail efforts, will support the future rail needs.

Development phases:

Phase 1 - The first Phase of the project was completed with the grand reopening of Main Street Station in December 2003 to passenger rail service after a 28-year hiatus. This allowed passengers traveling on Amtrak's 4-5 daily Acela Regional (Newport News/Washington DC/Boston) trains to board and alight at the downtown station. To achieve this objective, the Station's headhouse and east parking area were purchased from the State and numerous improvements made. These improvements included the full rehabilitation of the headhouse, construction of a passenger platform on the eastside, construction of parking on the eastside, construction of a mechanical plant, and other site improvements to service GRTC buses, airport shuttles and taxis. New works of public art were commissioned and displayed both inside and outside the station.

Phase 2 - The objective of this phase was to provide additional facilities for current and future patrons. The City's improvements included the purchase of the remainder of the Main Street Station property from the Commonwealth; the purchase and/or lease and development of the land across the street from the station providing a drop off area, public plaza, tourism origination point and a 98 space parking lot to ensure that the station's traffic would not negatively impact the neighboring communities and the rehabilitation of the upper three floors of the station headhouse for tenant lease to generate revenue. The plaza and "cathedral walk" within the site provide a pedestrian linkage to the Canal Walk, Virginia Capital Trail and Shockoe Bottom/Slip. The \$10.6 million effort was completed in September 2007.

In 2010, Megabus Northeast, LLC established the Richmond region's only Megabus bus stop for its intercity network of routes at the plaza at Main Street Station. Megabus's low fare operation provides connectivity from Richmond to New York, Philadelphia, Baltimore, Washington DC, Hampton/Norfolk, Raleigh/Durham and Charlotte. These cities also are along the Northeast and Southeast High Speed Rail Corridors demonstrating the need for travel options. With the introduction of Megabus, Main Street Station's annual ridership grew to 162,002 patrons in FY14.

Phase 3 - The objective of the third phase is to enhance the multi-modal transportation options at the Main Street Station facility and to support future increased rail passenger service. The Phase 3 improvements are being advanced by the City and include stabilizing and rehabilitating the station shed per the National Historic Preservation Guidelines to improve service and capacity for existing passenger rail; reestablishing Franklin Street through the train shed to provide connectivity for the Virginia Capital Trail and pedestrian access through the site; providing alternative transportation modes at the station such as electric vehicles, zipcars, bike stations, Segways and scooters; improving site circulation for multimodal activity; positioning the ancillary space on site as complimentary leasable space to offset operational costs and solidifying the property's iconic gateway presence by establishing a Virginia Welcome Center and Bicycle Welcome Center within the station. The Phase 3 restoration effort is underway with Taylor & Parrish Construction Inc. The \$32.9 million restoration effort will be completed in September 2016.

GRTC's Bus Rapid Transit (BRT) system will have a stop directly in front of the Main Street Station providing connectivity to the entire GRTC transit network and provide a shuttle service to other destinations in downtown. The BRT system will be operational by October 2017. Currently over 880 GRTC buses circulate around Main Street Station daily at bus stops within two blocks of the station.

The Phase 3 development functions independently – but supportively of the future track improvements for increased passenger rail service at Main Street Station which are the responsibility of the Commonwealth of Virginia. The restoration plans for the station have been developed in coordination with the Virginia Department of Rail and Public Transportation, Amtrak and CSX.

Main Street Station is located on the National High Speed Passenger Rail network providing downtown to downtown passenger rail service along the nation's east coast. Completed federal Environmental Impact Statements (EIS) required to receive federal funding all include Main Street Station as a major station on the rail corridors. The future track improvements to be developed by the state will allow all of Amtrak's trains serving central Virginia to service Main Street Station. These trains include Amtrak's Florida service, Southeast High Speed Rail, Hampton Roads High Speed Rail, regional trains on the Norfolk to DC and Newport News to DC corridors gradually generating a total of 32 trains a day at the station.

Any development of the shed and the Seaboard buildings either directly by the City or through a public/private initiative must be approved by the Federal Transit Administration (FTA) and must, according to FTA requirements, "*be compatible with and incidental to the purpose of the Main Street Station*". Such development must fulfill the transportation commitments and any revenue generated must be directed to offset operating expenses of the station. Following the FTA requirements, the City also will maintain "*on going and continuing control*" of the property and will follow the *Secretary of Interior Standards for Rehabilitation* for the rehabilitation efforts.

FISCAL IMPACT/COST: This ordinance is to finalize the agreement process with the Federal Transit Administration. This funding amount has been included in the FY14 Capital Budget through Ordinance No. 2014-97-71. The non-federal match contribution from the City (\$177,000) is included in the FY15 CIP allocation for the project. The remaining non-federal match of \$99,161 is provided by the Virginia Department of Rail in Public Transportation.

FISCAL IMPLICATIONS: This paper will not affect the fiscal status of the City of Richmond.

BUDGET AMENDMENT NECESSARY: No. This funding amount has been included in the FY14 Capital Budget through Ordinance No. 2014-97-71.

REVENUE TO CITY: \$1,104,645 in federal funding

DESIRED EFFECTIVE DATE: Upon Adoption

REQUESTED INTRODUCTION DATE:

CITY COUNCIL PUBLIC HEARING DATE:

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Finance and Economic Development Standing Committee

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES:

AFFECTED AGENCIES: DECD, City Attorney's Office, Budget and Strategic Planning

RELATIONSHIP TO EXISTING ORD. OR RES.:

- Ord. 2014-97-71
- Ord. 2014-96-70
- Ord. 2013-213-202
- Ord. 2013-212-201
- Ord. 2012-205-208
- Ord. 2012-204-201
- Ord. 2012-196-186
- Ord. 2012-205-208
- Ord. 2011-213-2012-3
- Ord. 2011-212-2012-11
- Ord. 2011-154-161
- Ord. 2011-147-148

REQUIRED CHANGES TO WORK PROGRAM(S):

ATTACHMENTS: FTA Agreement

STAFF: Viktoria W. Badger, Department of Community and Economic Development - 646-5871
Jeannie Welliver, Department of Community and Economic Development - 646-7322

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT
(FTA G-21, October 1, 2014)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official's electronic signature is entered for this Grant Agreement, FTA has Awarded Federal assistance in support of the Project described below. Upon Execution of this Grant Agreement by the Grantee named below, the Grantee affirms this FTA Award, and enters into this Grant Agreement with FTA. The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(21), October 1, 2014,
<http://www.fta.dot.gov/documents/21-Master.pdf>,
- (2) The Certifications and Assurances applicable to the Project that the Grantee has selected and provided to FTA,
and
- (3) Any Award notification containing special conditions or requirements, if issued.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING THE DATE OF THIS FTA AWARD SET FORTH HEREIN.

FTA AWARD

FTA hereby awards a Federal grant as follows:

Project No: VA-95-X076-03

Grantee: CITY OF RICHMOND

Citation of Statute(s) Authorizing Project: 49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)

Estimated Total Eligible Cost (in U.S. Dollars): \$19,420,332

Maximum Total FTA Amount Awarded (in U.S. Dollars): \$15,536,265

Amount of This FTA Award (in U.S. Dollars): \$1,104,645

Maximum Percentage(s) of FTA Participation:

Percentages of Federal participation are based on amounts included in the Approved Project Budget, modified as set forth in the text following the Project Description.

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

Original Project Certification Date: 8/3/2012
Amendment 1 Certification Date: 9/5/2013
Amendment 2 Certification Date: 1/8/2014
Amendment 3 Certification Date: 5/14/2015

Project Description:

Main Street Station Rehab Phase III

The Project Description includes information describing the Project within the Project Application submitted to FTA, and the Approved Project Budget, modified by any additional statements displayed in this Grant Agreement, and, to the extent FTA concurs, statements in other documents including Attachments entered into TEAM-Web.

Awarded By:
Mr. Reginald B Lovelace
Deputy Regional Administrator
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION
05/20/2015

EXECUTION OF GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Grantee, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Grantee intends to enter into a legally binding agreement in which the Grantee:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

By executing this Grant Agreement, I am simultaneously executing any Supplemental Agreement that may be required to effectuate this Grant Agreement.

Executed by:
Viktoria Badger
Principal Transportation Planner
CITY OF RICHMOND
06/04/2015
