

INTRODUCED: September 12, 2016

A RESOLUTION No. 2016-R067

To support the Maymont Neighborhood Sidewalks Project that Res. No. 2015-R51-57, adopted Sept. 14, 2015, requested the Commonwealth Transportation Board to establish and the City's application in relation thereto to the Virginia Department of Transportation for \$640,000 from the federal Transportation Alternatives Program.

Patrons – Mayor Jones and Mr. Agelasto

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEPT 26 2016 AT 6 P.M.

WHEREAS, the City of Richmond desires to submit an application for \$640,000 for the Maymont Neighborhood Sidewalks project that Resolution No. 2015-R51-57, adopted September 14, 2015, requested the Commonwealth Transportation Board to establish from the federal Transportation Alternatives Program through the Virginia Department of Transportation; and

WHEREAS, the procedures of the Virginia Department of Transportation require that the Council of the City of Richmond adopt a resolution in support of the project that includes a commitment to provide the required 20 percent local match in funds or in-kind contributions and to provide for future maintenance and upkeep of the completed project;

NOW, THEREFORE,

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: SEPT 26 2016 REJECTED: _____ STRICKEN: _____

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

That the Council of the City of Richmond supports the Maymont Neighborhood Sidewalks project that Resolution No. 2015-R51-57, adopted September 14, 2015, requested the Commonwealth Transportation Board to establish and the City's application in relation thereto to the Virginia Department of Transportation for \$640,000 from the federal Transportation Alternatives Program.

BE IT FURTHER RESOLVED:

That the City agrees to provide the required 20 percent local match in funds or in-kind contributions and to provide for future maintenance and upkeep of the completed project.



CITY OF RICHMOND

INTRACITY CORRESPONDENCE

O&R
RE-
QUEST

DATE: August 3, 2016

EDITION: 1

TO: The Honorable Members of City Council

THROUGH: The Honorable Dwight C. Jones, Mayor

THROUGH: Selena Cuffee-Glenn; Chief Administrative Officer

THROUGH: John J. Buturla, Interim Deputy CAO of Operations

THROUGH: Dr. Emmanuel Adediran; Director of Public Works

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

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

FROM: Todd Loney, P.E.; Project Manager

O & R REQUES

AUG 9 2016
4-5498
Chief Administration Office
City of Richmond

RECEIVED

AUG 24 2016

OFFICE OF CITY ATTORNEY

RE: **APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE FY 2018 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FOR MAYMONT NEIGHBORHOOD SIDEWALKS PROJECT.**

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 the Maymont Neighborhood Sidewalks project from FY 2018 federal transportation alternatives program.

REASON: In accordance with the Commonwealth Transportation Board (CTB), it is required that a supporting resolution and a City Council public hearing of the resolution be held for the application to be considered for awarding of TA funds

RECOMMENDATION: The Department of Public Works recommends approval.

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

Fixing America's Surface Transportation Act or "FAST Act" eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for Transportation Alternatives (TA). 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 stormwater and habitat connectivity. There are 10 eligible activities under this program.

The FAST Act requires all TA projects to be funded through a competitive process. This funding program mandates 20% in matching funds to be supplied by the applicant.

The Maymont Neighborhood has a high level of pedestrian traffic that travels to destinations such as Maymont Park, Texas Beach, and GRTC transit stops. Numerous streets located throughout the Maymont neighborhood do not have sidewalks and ADA-compliant curb ramps. This application will fund new sidewalks along Pennsylvania Avenue (from Hampton Street to Southhampton Ave.), New York Avenue (from Hampton Street to Southhampton Ave.), Colorado Avenue (from Carter St. to alley entrance), Nevada Avenue (from Hampton Street to South Meadow St.), Dakota Avenue (from Hampton St. to South Meadow St.), and South Meadow Street (from New York Ave. to Dakota Ave.).

The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely developed older community. The neighborhood is also the site of North Bank Park, located at the southeast corner of the neighborhood, which is one of the busiest access points to the James River Park System, Texas Beach, and is a trailhead for the main loop of walking and biking trails (Buttermilk Trail and North Bank Trail). 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 on/off counts as high as 200 riders per day. As a result the community has a great deal of pedestrian activity, however the community was developed with very few sidewalks.

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. These events often take place during evening hours, resulting in large numbers of pedestrians walking in the streets which have very little pedestrian scale lighting, creating a hazardous situation.

The City has been adding sidewalk in the community and is also planning modifications to the stop-controlled intersections in order to slow traffic and reduce the potential for higher-speed cut-through traffic. However in order to create a safe and accessible pedestrian environment sidewalks need to be added to many more street segments throughout the neighborhood. In order to be cost-effective the City has prioritized sidewalks that provide access along several key north/south and east/west streets to maximize access to transit stops, the parks, and nearby schools.

The total project cost is estimated at \$800,000. The amount of (\$640,000 = 80%) is being requested under the FY18 (TA) Set – Aside of (STBG) Program. This program requires a 20% City match. If

federal funding for this project is received, the City will need to budget matching funds in the amount of \$160,000 through the CIP budget.

The TA application process requires a Council Public Hearing of the Resolution to be held and submitted to VDOT prior to November 1, 2016, the application deadline.

FISCAL IMPACT/COST TO CITY: If federal funding for this project is received, the City's share will be 20% of the total project cost in the amount of \$160,000. The City will need to fund this via future CIP budgets upon federal grant approval.

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

BUDGET AMENDMENT NECESSARY: No

REVENUE TO CITY: \$640,000 if federal Transportation Alternative Funds approved by VDOT.

DESIRED EFFECTIVE DATE: Upon adoption.

REQUESTED INTRODUCTION DATE: September 12, 2016

CITY COUNCIL PUBLIC HEARING DATE: September 26, 2016

REQUESTED AGENDA: Consent Agenda

RECOMMENDED COUNCIL COMMITTEE: Land Use, Housing and Transportation Standing Committee (LUHTSC) September 20, 2016

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 (Dwight C. Jones); Chief Administrative Officer (Selena Cuffee-Glenn); and John J. Buturla, Interim Deputy CAO of Operations

RELATIONSHIP TO EXISTING ORD. OR RES.: None

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

ATTACHMENTS: None.

STAFF: Lamont L. Benjamin, PE, Capital Projects Administrator, DPW, 646-6339
Todd Loney, P.E.; Project Manager, DPW 646-0302