

INTRODUCED: September 11, 2017

A RESOLUTION No. 2017-R066

To support a project to provide bicycle and pedestrian infrastructure improvements to extend the Virginia Capital Trail to the T. Tyler Potterfield Memorial Bridge and the City's application in relation thereto to the Virginia Department of Transportation for \$821,600 from the federal Transportation Alternatives Program.

\_\_\_\_\_  
Patron – Mayor Stoney

\_\_\_\_\_  
Approved as to form and legality  
by the City Attorney  
\_\_\_\_\_

PUBLIC HEARING: SEPT 25 2017 AT 6 P.M.

WHEREAS, the City of Richmond desires to submit an application for \$821,600 for a project to provide bicycle and pedestrian infrastructure improvements to extend the Virginia Capital Trail to the T. Tyler Potterfield Memorial Bridge 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;

AYES:                    9                    NOES:                    0                    ABSTAIN: \_\_\_\_\_

ADOPTED:    SEPT 25 2017    REJECTED: \_\_\_\_\_    STRICKEN: \_\_\_\_\_

NOW, THEREFORE,

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

That the Council of the City of Richmond supports a project to provide bicycle and pedestrian infrastructure improvements to extend the Virginia Capital Trail to the T. Tyler Potterfield Memorial Bridge and the City's application in relation thereto to the Virginia Department of Transportation for \$821,600 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 REQUEST

4-6894
AUG 15 2017

Office of the
Chief Administrative Officer

O&R REQUEST

DATE: August 8, 2017

EDITION: 1

TO: The Honorable Members of City Council

RECEIVED

THROUGH: The Honorable Levar M. Stoney, Mayor

SEP 07 2017

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer

OFFICE OF CITY ATTORNEY

THROUGH: Robert C. Steidel, Acting 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: Jakob C. Helmboldt, Pedestrian, Bicycle and Trails Coordinator

RE: APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUESTING PROJECT FUNDING FROM THE BIENNIAL FY2019-FY2020 FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM FOR VIRGINIA CAPITAL TRAIL CONNECTOR TO BROWN'S ISLAND

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 Virginia Capital Trail Connector to Brown's Island project for FY19 and FY20 of the FY2019-FY2020 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 Transportation Alternative Program (TAP) funds. This year VDOT is requiring a biennial application submittal for fiscal years 2019 and 2020 for Transportation Alternatives Program.

RECOMMENDATION: The Department of Public Works recommends approval.

**BACKGROUND:** The Transportation Enhancement (TE) program established under 'SAFTEA-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 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 stormwater 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 the TA improvements.

This year VDOT is requiring a biennial application submittal for fiscal years 2019 and 2020 for the Transportation Alternatives Program. This is a change from previous years' application submittals.

This project is submitted as a partnership with Venture Richmond to extend the Virginia Capital Trail to the Tyler Potterfield Memorial Bridge.

Phase I of the project will focus within the limits of Virginia Street to Haxall Point and will design and construct an ADA-accessible ramp from Canal Walk to street grade at Virginia Street, provide a barrier-separated bike lane along Byrd Street to the floodwall gate, and provide a short segment of paved path to access the walkway at Haxall Point which leads to Brown's Island. The amount of \$381,600 (80%) is being requested for FY19 for Phase I using the FY2019- FY2020 TA Program. This program requires a 20% match in the amount of \$95,400 for a total cost of Phase I estimated at \$477,000.

Phase II will construct a bridge crossing over Kanawha Canal near the junction of the Canal Walk and the Virginia Capital Trail, and a 10 foot shared use path on the south side of the canal to access the southern canal walk to connect to Phase I improvements at Virginia Street. The amount of \$440,000 (80%) is being requested for FY2020 for Phase II using the FY2019-FY2020 TA Program. This program requires a 20% City match in the amount of \$110,000 for a total cost of Phase 2 estimated at \$550,000.

Total project cost (Phase I + Phase II) is estimated at \$1,027,000. Total \$821,600 (80%) federal TA funds are being requested in FY19 & FY20 combine. If federal funding for this project is received, the City will need to budget 20% matching fund in the total amount of \$205,400 (FY19-\$95,400; FY20-\$110,000) through the upcoming CIP budget.

This project will connect the Virginia Capital Trail (VTC) at the 17<sup>th</sup> St. Floodwall terminus to Brown's Island and the new Potterfield Bridge, via new and enhanced bike connections and trails along the Canal Walk that are safe for all types of cyclists, particularly families. The project improvements include the following enhancements beginning at the 17<sup>th</sup> Floodwall entrance:

- Enhance the entrance area on the Canal Walk, to the immediate west of the Floodwall gates, so that cyclists can more easily access the Canal Walk paths without having to stop.
- Add a bike-oriented ramp/bridge structure across the Canal, east of the existing 16<sup>th</sup> St. bridge and west of the Floodwall.
- Add a new dedicated trail on the south side of the Canal from the new bridge, under the railroad bridge and connect to the southern side of the Canal Walk at the driveway, just east of the existing Canal Walk Bridge near 16<sup>th</sup> St. This will require a protective shield under the railroad trestle.
- Modify the southern side of the Canal Walk for bikes by removing trees and tree grates in the pathway and filling in with aggregate.
- Add a bike oriented ramp, just west of Virginia St. on the Canal Walk that connects the Canal Walk up to Virginia and Byrd Streets.
- Use appropriate barriers to create a protected bike lane on Byrd St. from the new Canal Walk ramp to the Byrd St. Floodwall gate. This will require restriping Byrd and eliminating the parallel parking on Byrd St.
- At the Floodwall gates cyclists will have to cross Byrd St. to access the path to Brown's Island at the Power Plant.

The TAP application process requires a Council Public Hearing of the Resolution to be held and submitted to VDOT prior to November 1, 2017, the application deadline.

**FISCAL IMPACT/COST:** If federal funding for this project is received, the City's share will be 20% of the total project cost in the amount of \$205,400 (FY19-\$95,400; FY20-\$110,000). The City will need to fund this via future CIP budgets upon federal grant approval.

**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:** \$821,600 (FY19 - \$381,600; FY20 - \$440,000) if federal TAP Funds are approved by VDOT.

**DESIRED EFFECTIVE DATE:** Upon adoption.

**REQUESTED INTRODUCTION DATE:** September 11, 2017.

**CITY COUNCIL PUBLIC HEARING DATE:** September 25, 2017.

**REQUESTED AGENDA:** Consent Agenda

**RECOMMENDED COUNCIL COMMITTEE:** Land Use, Housing and Transportation Standing Committee (LUHTSC) on September 19, 2017

**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, Acting 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.

**STAFF:** Lamont L. Benjamin, PE, Capital Projects Administrator, DPW, 646-6339  
Jakob C. Helmboldt, Pedestrian Bicycle and Trails Coordinator, DPW 646-7141