

INTRODUCED: January 23, 2017

AN ORDINANCE No. 2017-003

To authorize the Chief Administrative Officer to accept \$3,040,000 from the United States Department of Transportation, Federal Transit Administration and to appropriate the increase to the Fiscal Year 2016-2017 Capital Budget by increasing estimated revenues and the amount appropriated to the Department of Economic and Community Development's Main Street Station Multi-Modal Transportation Center project in the Economic and Community Development category by \$3,040,000 for the purpose of funding the Main Street Station Phase 3 development.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: FEB 13 2017 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer is authorized to accept funds in the amount of \$3,040,000 from the United States Department of Transportation, Federal Transit Administration for the purpose of funding the Main Street Station Phase 3 development.

§ 2. That the funds received are hereby appropriated to the Capital Budget for the fiscal year commencing July 1, 2016, and ending June 30, 2017, by increasing estimated

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: FEB 13 2017 REJECTED: _____ STRICKEN: _____

revenues by \$3,040,000, increasing the amount appropriated for expenditures by \$3,040,000, and allotting to the Department of Economic and Community Development's Main Street Station Multi-Modal Transportation Center project in the Economic and Community Development category the sum of \$3,040,000 for the purpose of funding the Main Street Station Phase 3 development.

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



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

O & R REQUEST

DEC 28 2016
4-6102
Chief Administration Office
City of Richmond

O&R REQUEST

DATE: December 20, 2016 EDITION: 1

TO: The Honorable Members of City Council

RECEIVED

THROUGH: Levar M. Stony, Mayor [Signature]

JAN 06 2017

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

OFFICE OF CITY ATTORNEY

THROUGH: Jay Brown, Director of Budget and Strategic Planning [Signature]

THROUGH: Peter L. Downey, DCAO Economic and Community Development [Signature]

FROM: Amy Inman, Senior Administrator for Multimodal Transportation and Strategic Planning [Signature]

SUBJECT: Authorizing the Chief Administrative Officer to accept and appropriate \$3,040,000 from the Federal Transit Administration (FTA) for the Main Street Station Rehabilitation and Renovation

ORD. OR RES. No. _____

PURPOSE: Authorizing the Chief Administrative Officer to accept and appropriate a total of \$3,040,000 million (\$2.4M Regional Surface Transportation Program and \$640,000 Congestion Mitigation Air Quality) from the Federal Transit Administration (FTA) for the Main Street Station Phase 3 development.

REASON: The federal funding will provide capital financial assistance for completion of the Rehabilitation and Renovation of Main Street Station.

RECOMMENDATION: Approval.

BACKGROUND:

Main Street Station Rehabilitation and Renovation - The objective of the project is to enhance the multi-modal transportation options at the Main Street Station facility and to support future increased intercity and higher speed passenger rail service. The 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 Main Street Station restoration effort is underway with Taylor & Parrish Construction Inc. The restoration effort will be completed in June 2017.

The Pulse 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 vital last mile connection to other destinations in downtown. The Pulse BRT system is currently under construction and is expected to be operational by October 2017.

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. All completed federal Environmental Impact Statements (EIS) required to receive federal funding include Main Street Station as the major Richmond 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.

In January 2016, Richmond City Council's resolution 2016-R001 was unanimously adopted "To express the Council's continued support for and endorsement of the extension of high speed rail from the Washington metropolitan area to the Richmond region and to encourage the Virginia Department of Rail and Public Transportation to focus the analysis of its "DC2RVA Tier II Environmental Impact Statement" on Main Street Station as the Council's preferred site in the future study of all station locations in the Richmond region."

FISCAL IMPACT/COST: This ordinance is to finalize the funding and agreement process with the Federal Transit Administration (FTA).

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

BUDGET AMENDMENT NECESSARY: Yes. Amend the City Capital Budget by \$3,040,000 million in the Main Street Station Award: 500283 and project: 100241.

REVENUE TO CITY: \$3,040,000 million in federal funding for Main Street Station Rehabilitation and Renovation

DESIRED EFFECTIVE DATE: Upon Adoption

O&R Request

Page 3 of 3

REQUESTED INTRODUCTION DATE: January 23, 2017

CITY COUNCIL PUBLIC HEARING DATE: February 13, 2017

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Finance and Economic Development Standing Committee

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES:

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

RELATIONSHIP TO EXISTING ORD. OR RES.: 2015-96-109 and 2015-95-78

REQUIRED CHANGES TO WORK PROGRAM(S): N/A

ATTACHMENTS: FTA Grant Award

STAFF: Amy Inman, Economic and Community Development - 646-5871

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Award

Federal Award Identification Number (FAIN)	VA-2016-019-00
Temporary Application Number	5547-2016-2
Award Name	Main Street Station Phase III Rehabilitation and Renovation
Award Status	Active (Executed)
Award Budget Number	0

Part 1: Recipient Information

Name: Richmond, City Of

Recipient ID	Recipient OST Type	Recipient Alias	Recipient DUNS
5547	City	CITY OF RICHMOND	003133840

Location Type	Address	City	State	Zip
Headquarters	900 E BROAD ST STE 201	RICHMOND	VA	23219
Physical Address	900 E BROAD ST STE 201	RICHMOND	VA	23219
Mailing Address	900 E BROAD ST STE 201	RICHMOND	VA	23219

Union Information

Union Name	CITY OF RICHMOND
Address 1	
Address 2	
City	
State	
Zipcode	
Contact Name	NO UNIONS
Telephone	

Fax

E-mail

Website

Part 2: Award Information

Title: Main Street Station Phase III Rehabilitation and Renovation

FAIN	Award Status	Award Type	Date Created	Last Updated Date	From TEAM?
VA-2016-019-00	Active (Executed)	Grant	8/18/2016	8/18/2016	No

Award Executive Summary

The City of Richmond requests an additional \$3,040,000 Federal (\$3,800,000 total) in FFY 2016 CMAQ (\$640,000 Federal), as well as FY 2016 STP (\$2,400,000 Federal) funds towards the Main Street Station Phase 3 construction efforts.

The documentation regarding transfer of Federal Highway Administration (FHWA) funds to the FTA for this grant is attached in TrAMS under Application Documents. This transfer request was made to FHWA by the State Department of Transportation (DOT) on November 19, 2015.

The non-Federal share of \$760,000 will be provided by the Commonwealth of Virginia.

This application does not include funds for research and/or development activities.

Indirect costs will not be applied to this application and its scope of work.

The period of performance of the grant is from 3/29/13 to 5/31/17.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Subject to Pre-Award Authority

Yes, this application is subject to Pre-Award Authority.

Will this Grant be using Lapsing Funds?

No, this Grant does not use Lapsing Funds.

Frequency of Milestone Progress Reports (MPR)

Quarterly

Frequency of Federal Financial Reports (FFR)

Quarterly

Award Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
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Amy Inman	Sr. Administrator for Multimodal Transpo	amy.inman@richmondgov.com	804-646-5871
karen.roscher@dot.gov			
ryan.long@dot.gov			

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$3,040,000
Local			\$0
Local/In-Kind			\$0
State			\$760,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$3,800,000

Award Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
VA-2016-019-01-00	113-00 BUS - STATION/STOPS/TERMINALS (113-A1)	\$2,400,000.00	\$600,000.00	\$3,000,000.00	1
VA-2016-019-01-00	11.34.03 TERMINAL, INTERMODAL (TRANSIT)	\$2,400,000.00	\$600,000.00	\$3,000,000.00	1
VA-2016-019-02-00	113-00 BUS - STATION/STOPS/TERMINALS (113-A2)	\$640,000.00	\$160,000.00	\$800,000.00	1
VA-2016-019-02-00	11.34.03 TERMINAL, INTERMODAL (TRANSIT)	\$640,000.00	\$160,000.00	\$800,000.00	1

Earmark and Discretionary Allocations

This application does not contain earmarks or discretionary allocations.

Sources of Federal Financial Assistance

PO Number	Project Number	Scope Name	Scope Number	Scope Suffix	UZA Code	Area Name	Account Class Code	FPC	De
VA-95-X170	VA-2016-019-01-00	BUS - STATION/STOPS/TERMINALS	113-00 (113)	A1	510560	Richmond, VA	2016.45.95.SX.2	00	FH-trf-ST
VA-95-X170	VA-2016-019-02-00	BUS - STATION/STOPS/TERMINALS	113-00 (113)	A2	510560	Richmond, VA	2016.45.95.CX.2	00	FH-trf-CM

Part 3: Project Information

Project Title: Main Street Station Phase III Rehabilitation (STP)

Project Number	Temporary Project Number	Date Created	Start Date	End Date
VA-2016-019-01-00	5547-2016-2-P1	8/18/2016	3/29/2013	5/31/2017

Project Description

Renovation and Rehabilitation of the Main Street Station train shed and make improvements for the intercity passenger rail service.

Project Benefits

The objective of the third and final phase is to enhance the multi-modal transportation options and maximize transit and rail passenger services at the Main Street Station facility. With the associated integration of the GRTC services, the station is currently served by over 880 GRTC bus trips traveling 27 regional routes on a daily basis. There will also be a Bus Rapid Transit Station at the front door of Main Street Station by October 2017, which is funded by a USDOT TIGER Grant.

Additional Information

None provided.

Location Description

City of Richmond, Virginia

Security

No -- our organization will NOT expend at least 1% of the 5307 funds in this application for security-related projects

Project Location (Urbanized Areas)

UZA Code	Area Name
510560	Richmond, VA

Congressional District Information

State	District	Representative
Virginia	3	Robert C Scott

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$2,400,000
Local			\$0
Local/In-Kind			\$0
State			\$600,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$3,000,000

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
VA-2016-019-01-00	113-00 BUS - STATION/STOPS/TERMINALS (113-A1)	\$2,400,000.00	\$600,000.00	\$3,000,000.00	1
VA-2016-019-01-00	11.34.03 TERMINAL, INTERMODAL (TRANSIT)	\$2,400,000.00	\$600,000.00	\$3,000,000.00	1

Project Budget Activity Line Items

Budget Activity Line Item: 11.34.03 - TERMINAL, INTERMODAL (TRANSIT)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
BUS - STATION/STOPS/TERMINALS (113-00)	11.34.03	TERMINAL, INTERMODAL (TRANSIT)	REHAB/RENOVATE BUS STATIONS	1

Extended Budget Description

The City of Richmond requests an additional \$2,400,000 Federal (\$3,000,000 total) in flexed FHWA funds (STP) towards the Main Street Station Phase 3 efforts. Phase 3 improvements include stabilizing and rehabilitating the historic Main Street Station Shed per the National Historic Preservation Guidelines

and site improvements. The estimated total cost for Phase 3 is \$48,903,861 with a total project cost to-date of \$39,529,922 (including this grant). The City of Richmond anticipates additional Flex funds will be requested to fully fund the project. The useful life of this facility is forty years as per FTA Circular 5010.1D. Please see the Project Funding Summary attached under Application Documents.

This project is included in the FY15 - FY18 VDOT STIP under project #64219 and is attached to this grant in Application Documents.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$2,400,000
Local			\$0
Local/In-Kind			\$0
State			\$600,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$3,000,000

Milestone Name	Est. Completion Date	Description
Start Date - Notice to Proceed	9/22/2014	Notice to Proceed (NTP) letter was issued 9/3/2014 effective September 22, 2014 with a completion date of 600 days later.
Contract Award	6/13/2014	Award contract following IFB to general contractor. The contract was awarded to Taylor and Parrish, Inc. on June 13, 2014.
IFB Issued	3/29/2013	Invitation for Bid, IFB, for a general contractor was competitively bid.
Punch List and O&M Training	2/1/2017	The construction will end in March 2017. Nearing the end of the construction phase, the City and contractor will punch out the building with the A/E team and train appropriate staff to manage the facility.
Contract Complete	4/30/2017	Construction close out phase: Complete punch list, corrective action and final payments made. Warranties will be delivered and all corrective actions taken prior to final payment.
Project Closeout	5/31/2017	Construction will be complete, corrective action and final payments made. Warranties will be delivered and all corrective actions taken prior to final payment. Reimbursements will be submitted to the FTA and grant will be closed once final distribution of funds have been received from the FTA.

Project Environmental Findings

Finding: Class II(d) - Categorical Exclusions (D-List)

Class Level Description

Class II(d) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) does require documentation.

Categorical Exclusion Description

Type 09: Other

Date Description	Date
Class IId CE Approved	5/2/2012

Project Title: Main Street Station Phase III Rehabilitation (CMAQ)

Project Number	Temporary Project Number	Date Created	Start Date	End Date
VA-2016-019-02-00	5547-2016-2-P2	8/19/2016	3/29/2013	5/31/2017

Project Description

Renovation and Rehabilitation of the Main Street Station train shed and make improvements for the intercity passenger rail service.

Project Benefits

The objective of the third and final phase is to enhance the multi-modal transportation options and maximize transit and rail passenger services at the Main Street Station facility. With the associated integration of the GRTC services, the station is currently served by over 880 GRTC bus trips traveling 27 regional routes on a daily basis. There will also be a Bus Rapid Transit Station at the front door of Main Street Station by October 2017, which is funded by a USDOT TIGER Grant.

Additional Information

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Location Description

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UZA Code	Area Name
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510560

Richmond, VA

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Funding Source	Section of Statute	CFDA Number	Amount
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Local			\$0
Local/In-Kind			\$0
State			\$160,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$800,000

Project Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
VA-2016-019-02-00	113-00 BUS - STATION/STOPS/TERMINALS (113-A2)	\$640,000.00	\$160,000.00	\$800,000.00	1
VA-2016-019-02-00	11.34.03 TERMINAL, INTERMODAL (TRANSIT)	\$640,000.00	\$160,000.00	\$800,000.00	1

Project Budget Activity Line Items

Budget Activity Line Item: 11.34.03 - TERMINAL, INTERMODAL (TRANSIT)

Scope Name / Code	Line Item #	Custom Item Name	Activity	Quantity
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BUS - STATION/STOPS/TERMINALS (113-00) 11.34.03 TERMINAL, INTERMODAL (TRANSIT) REHAB/RENOVATE BUS STATIONS 1

Extended Budget Description

The City of Richmond requests an additional \$640,000 Federal (\$800,000 total) in flexed FHWA funds (CMAQ) towards the Main Street Station Phase 3 efforts. Phase 3 improvements include stabilizing and rehabilitating the historic Main Street Station Shed per the National Historic Preservation Guidelines and site improvements. The estimated total cost for Phase 3 is \$48,903,861 with a total project cost to-date of \$39,529,922 (including this grant). The City of Richmond anticipates additional Flex funds will be requested to fully fund the project. The useful life of this facility is forty years as per FTA Circular 5010.1D. Please see the Project Funding Summary attached under Application Documents.

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Local/In-Kind			\$0
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State/In-Kind			\$0
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Contract Complete	4/30/2017	Construction close out phase: Complete punch list, corrective action and final payments made. Warranties

Project Closeout	5/31/2017	<p>will be delivered and all corrective actions taken prior to final payment.</p> <p>Construction will be complete, corrective action and final payments made. Warranties will be delivered and all corrective actions taken prior to final payment. Reimbursements will be submitted to the FTA and grant will be closed once final distribution of funds have been received from the FTA.</p>
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Project Environmental Findings

Finding: Class II(d) - Categorical Exclusions (D-List)

Class Level Description

Class II(d) consists of projects called categorical exclusions (CEs) which are known not to have, either individually or cumulatively, a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) does require documentation.

Categorical Exclusion Description

Type 09: Other

Date Description	Date
Class IId CE Approved	5/2/2012

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

Application Review Comments

Comment By lynn.bailey@dot.gov

Comment Type	Application Details
Date	8/22/2016
Comment	<p>Regarding construction:</p> <p>The City of Richmond must comply with all applicable Federal laws and regulations related to this project, including the ADA Standards for Transportation Facilities, based on the U.S. Access Board's ADA Accessibility Guidelines. Found here: http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities</p> <p>**Specifically, the City of Richmond must comply with the ADA Standards for Transportation Facilities in the construction/rehabilitation/renovation for the following</p>

projects:

1) Main Street Station Phase III Rehabilitation & Renovation Project

The following is a non-exhaustive list of ADA standards that the City of Richmond must comply:

Requirements to Remember for ADA Compliance in Construction Projects

The ADA Standards issued by the Department of Transportation (DOT) apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations. Other types of facilities covered by the ADA are subject to similar ADA Standards issued by the Department of Justice. Both the DOT and DOJ standards are based on the United States Access Board ADA Accessibility Guidelines (ADAAG).

DOT's ADA Standards (2006) are consistent with the Access Board's updated ADA (and ADAAG) guidelines but includes a few additional requirements concerning:

- Location of Accessible Routes (206.3)
- Detectable Warnings on Curb Ramps (406.8)
- Bus Boarding and Alighting Areas (810.2.2)
- Rail Station Platforms (810.5.3)

The complete ADA Standards for Transportation Facilities can be found at the US Access Board Website: (ADA Standards for Transportation Facilities)

Requirements to Remember for: New Construction of Facilities

Sixty percent of all public entrances to the facility must be accessible. If there are only two entrances, both must be accessible. (DOT ADA Standard 206.4.1.)

For rail projects, no flange way gap can be greater than 2.5" where passenger circulation paths cross tracks at grade (i.e. a street-level pedestrian crossing over streetcar tracks). (DOT ADA Standard 810.10.)

Accessible routes that coincide with, or are located in the same area, as general circulation paths and elements such as ramps, elevators, and fare vending and collection must be placed so as to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public. (DOT ADA Standard 206.3.)

Curb ramps must have detectable warnings. (DOT ADA Standard 406.8.)

Bus boarding and alighting areas must be in compliance with the ADA-ABA Guidelines (Section 810.2), which address surfaces (sturdy), dimensions (96" long x 60" wide); connection to sidewalks, streets and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems. (DOT ADA Standard 810.2.)

Station platforms must be coordinated with the vehicle floor height. (DOT ADA Standard 810.5.3.)

Requirements to Remember for: Alterations or Additions to Facilities

Altered or added portions of the facility must be made accessible. (DOT ADA Standard 201 and DOT ADA Regulation 49 C.F.R. 37.43(a)(1).)

The path of travel to the altered or added portion of the facility must be made accessible, to the maximum extent feasible. (DOT ADA Regulation 49 C.F.R. 37.43(a)(2) and DOT ADA Standard 202.3.)

If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that the cost of making the path of travel accessible is

disproportionate to (i.e., > 20%) the cost of the alterations or additions to the primary function area. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(e)(1).)

If the path of travel cannot be made accessible, the grantee must submit to FTA an analysis demonstrating that site-specific conditions prevent you from making the path of travel accessible. Include relevant diagrams and maps. (DOT ADA Standard 202.4 and DOT ADA Regulation 49 C.F.R. 37.43(b).)

Requirements to Remember for: Commuter Rail Projects

Wheelchair users must have access to all accessible cars available to passengers without disabilities in each train using the station. (DOT ADA Regulation 49 C.F.R. 37.42.)

Requirements to Remember for: Bus Rapid Transit Systems

ADA standards apply to buses and bus boarding and alighting areas as well as BRT vehicles and stops/stations. (DOT ADA Regulation 49 C.F.R. Part 38, Subpart B and DOT ADA Standard 810.)

If not using a lift or ramp to provide level boarding, the grantee must submit to FTA a demonstration of equivalent facilitation. (DOT ADA Regulation 49 C.F.R. 37.7(b) and DOT ADA Regulation 49 C.F.R. 38.2.)

If roadways are being resurfaced or otherwise altered as part of a BRT project, curb ramps must be installed at crosswalks that have been affected. (DOT ADA Standard 106.5.)

Requirements to Remember for: Light Rail Projects

Complimentary paratransit service must be provided for fixed-route systems. (DOT ADA Regulation 49 C.F.R. Part 37, Subpart F.)

Requirements to Remember for: Remanufacture or Rebuilt Vehicles

Remanufactured or rebuilt vehicles must be accessible. (DOT ADA Regulation 49 C.F.R. 37.75; DOT ADA Regulation 49 C.F.R. 37.83; and DOT ADA Regulation 49 C.F.R. 37.89.)

If a remanufactured or rebuilt vehicle will not be accessible, the grantee must submit information to FTA demonstrating that the structural integrity of the vehicle would be significantly compromised if it is made accessible. Include an appropriate structural engineering analysis. (DOT ADA Regulation 49 C.F.R. 37.75 (c); DOT ADA Regulation 49 C.F.R. 37.83(c) and DOT ADA Regulation 49 C.F.R. 37.89(c).)

The information provided above is intended as technical assistance and applies only to the project as described. Should the project scope change or new information on the project be provided, FTA may require a re-evaluation of the project information as it relates to ADA and require additional information. This confirmation is not an express or implied promise of project compliance with the ADA.

Part 6: Agreement

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**GRANT AGREEMENT
(FTA G-22, October 1, 2015)**

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement:

- (1) "Federal Transit Administration Master Agreement," FTA MA(22), October 1, 2015, <http://www.fta.dot.gov>,
- (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and
- (3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT

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

Federal Transit Administration (FTA) hereby awards a Federal grant as follows:

Recipient Information

Recipient Name: Richmond, City Of

Recipient ID: 5547

DUNS No: 003133840

Award Information

Federal Award Identification Number: VA-2016-019-00

Award Name: Main Street Station Phase III Rehabilitation and Renovation

Award Executive Summary: The City of Richmond requests an additional \$3,040,000 Federal (\$3,800,000 total) in FFY 2016 CMAQ (\$640,000 Federal), as well as FY 2016 STP (\$2,400,000 Federal) funds towards the Main Street Station Phase 3 construction efforts.

The documentation regarding transfer of Federal Highway Administration (FHWA) funds to the FTA for this grant is attached in TrAMS under Application Documents. This transfer request was made to FHWA by the State Department of Transportation (DOT) on November 19, 2015.

The non-Federal share of \$760,000 will be provided by the Commonwealth of Virginia.

This application does not include funds for research and/or development activities.

Indirect costs will not be applied to this application and its scope of work.

The period of performance of the grant is from 3/29/13 to 5/31/17.

Total Award Budget: \$3,800,000.00

Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$3,040,000.00

Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$760,000.00

Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$3,040,000.00

Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$760,000.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$3,040,000
Local			\$0
Local/In-Kind			\$0
State			\$760,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$3,800,000

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

Project Information

Project Number	Project Title	Project Description
VA-2016-019-01-00	Main Street Station Phase III Rehabilitation (STP)	Renovation and Rehabilitation of the Main Street Station train shed and make improvements for the intercity passenger rail service.

Project Funding Summary

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$2,400,000
Local			\$0
Local/In-Kind			\$0

State	\$600,000
State/In-Kind	\$0
Other Federal	\$0
Transportation Development Credit	\$0
Total Eligible Cost	\$3,000,000

Project Number	Project Title	Project Description
VA-2016-019-02-00	Main Street Station Phase III Rehabilitation (CMAQ)	Renovation and Rehabilitation of the Main Street Station train shed and make improvements for the intercity passenger rail service.

Project Funding Summary

Funding Source	Section of Statute	CFDA Number	Amount
49 USC 5307 - Urbanized Area Formula (FHWA xfer FY 2007 fwd)	5307-3	20507	\$640,000
Local			\$0
Local/In-Kind			\$0
State			\$160,000
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Total Eligible Cost			\$800,000

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

Original Certification Date: 8/25/2016 5:27 PM GMT+00:00

TERMS AND CONDITIONS

Special Conditions

There are no special conditions.

Awarded By:
 tony.tarone@dot.gov
 Supervisor
 FEDERAL TRANSIT ADMINISTRATION
 U.S. DEPARTMENT OF TRANSPORTATION

Contact Info: Tony.Tarone@dot.gov
Award Date: 9/13/2016 1:46 PM GMT+00:00

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, 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 Recipient intends to enter into a legally binding agreement in which the Recipient:

- (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.

Executed By:
Amy Inman
Sr. Administrator for Multimodal Transpo
Richmond, City Of
9/14/2016 4:38 PM GMT+00:00