

INTRODUCED: April 28, 2014

AN ORDINANCE No. 2014-97-71

To authorize the Chief Administrative Officer to accept \$8,003,045 from the Federal Transit Administration and to appropriate the increase to the Fiscal Year 2013-2014 Capital Budget by increasing estimated revenues and the amount appropriated to the Department Public Works' Main Street Station Multi-Modal Transportation Center project in the Economic and Community Development category by \$8,003,045 for the purpose of funding the Main Street Station Phase 3 development.

Patron – Mayor Jones

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: MAY 12 2014 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 \$8,003,045 from the 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, 2013, and ending June 30, 2014, by increasing estimated revenues by \$8,003,045, increasing the amount appropriated for expenditures by \$8,003,045, and allotting to the Department of Public Works' Main Street Station Multi-Modal Transportation

AYES: 8 NOES: 0 ABSTAIN: _____

ADOPTED: MAY 12 2014 REJECTED: _____ STRICKEN: _____

Center project in the Economic and Community Development category the sum of \$8,003,045 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

RECEIVED
APR 14 2014



O&R REQUEST **OFFICE OF CITY ATTORNEY** **O & R REQUEST**

DATE: March 14, 2014 **EDITION:** 1

MAR 18 2014

TO: The Honorable Members of City Council

Chief Administration Office
City of Richmond

THROUGH: Dwight C. Jones, Mayor

THROUGH: Byron Marshall, Chief Administrative Officer

THROUGH: Sharon Judkins, Deputy Chief Administrative Officer for Finance and Administration

THROUGH: Jay Brown, Acting Director, Department of Budget and Strategic Planning

THROUGH: Peter Chapman, Deputy Chief Administrative Officer for Economic Development and Planning

FROM: Lee Downey, Director, Economic and Community Development

SUBJECT: Authorizing the Chief Administrative Officer to accept and appropriate \$8,003,045 from the Federal Transit Administration for the Main Street Station development

ORD. OR RES. No. _____

PURPOSE: Authorizing the Chief Administrative Officer to accept and appropriate \$8,003,045 from the Federal Transit Administration for the Main Street Station development. The funding has been allocated by the Richmond Area Metropolitan Planning Organization. The federal funding is at an 80% level requiring a 20% local match which is provided by the Virginia Department of Rail and Public Transportation.

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 transportation network of the region, 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 shut-

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tles, taxis, 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 a 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 is estimated in 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 trains daily serving the station. To date, the City of Richmond has secured financial commitments totaling \$80.5 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 \$80.5 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 167,238 patrons in FY13.

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.

GRTC's proposed Bus Rapid Transit (BRT) 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 the downtown core. 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 O&R will secure additional funding for the City and will require an amendment to the FY14 City of Richmond Capital Budget in the amount of \$8,003,045 – Main Street Station Award: 500283 and project: 100241.

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

BUDGET AMENDMENT NECESSARY: This O&R will secure additional funding for the City and will require an amendment to the FY14 City of Richmond Capital Budget in the amount of \$8,003,045 – Main Street Station Award: 500283 and project: 100241.

REVENUE TO CITY: \$8,003,045 in federal funding

DESIRED EFFECTIVE DATE: Upon Adoption

REQUESTED INTRODUCTION DATE: April 14, 2014

CITY COUNCIL PUBLIC HEARING DATE: April 28, 2014

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: City Planning Commission

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES:

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

RELATIONSHIP TO EXISTING ORD. OR RES.:

- 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: MPO funding authorization resolution

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



- Sample Resolution
- Updated resolution will come 4/10/2014 after MPO action on 2014 funding allocations.



Planning District Commission

Metropolitan Planning Organization

Town of
Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
Henrico
New Kent
Powhatan
City of
Richmond

MPO AGENDA 4/4/13; ITEM IV.C.

FY 14 – FY 19 REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) AND CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT REVIEW, SELECTION AND FUNDS ALLOCATION

Richmond Area Metropolitan Planning Organization

Executive Director
Robert A. Crum, Jr.

On motion of Kathy C. Graziano, seconded by Patricia S. O'Bannon, the Richmond Area Metropolitan Planning Organization unanimously approved the following resolution:

RESOLVED, that the Richmond Area Metropolitan Planning Organization (MPO) authorizes the allocation of RSTP and CMAQ funds in fiscal years 2014 through 2019 as shown in the tables "FY 2014 – 2019 Regional Surface Transportation Program (RSTP) Allocations" and "FY 2014 – 2019 Congestion Mitigation and Air Quality Program (CMAQ) Allocations" for Commonwealth Transportation Board review, consideration, and inclusion in the upcoming Six-Year Improvement Program; and

BE IT FURTHER RESOLVED, that the Richmond Area MPO authorizes the allocation of the following FY13 CMAQ funds to the following new projects:

1. Ridgefield Parkway Sidewalk (Henrico), \$175,0000
2. John Rolfe Parkway Sidewalk (Henrico), \$120,000
3. VPA/Port of Richmond Crane Acquisition, \$1,130,223

This is to certify that the Richmond Area Metropolitan Planning Organization (MPO) approved the above resolution at its meeting held April 4, 2013.

WITNESS:

BY:

Sharon E. Robeson
Administrative Secretary
Richmond Regional Planning
District Commission

Daniel N. Lysy
MPO Secretary

The Richmond Area Metropolitan Planning Organization will take action at the April 10, 2014 Board meeting to authorize the Main Street Station Phase 3 Funding Allocation as detailed below:

Main Street Station Phase 3	Close out of existing projects	FY15	FY16	FY17	Total
CMAQ Funding	\$ 1,203,806	\$ 3,000,000	\$ 800,000	\$ 2,000,000	\$ 2,800,000
RSTP Funding	\$ 1,203,806	\$ 3,000,000	\$ 3,800,000	\$ 2,000,000	\$ 7,203,806
					\$ 10,003,806

Source: FY15-FY20 - Existing Projects Final Staff Recommendations for CMAQ and RSTP funding (attached sheets)

Federal Funding	\$ 8,003,045
State Funding	\$ 2,000,761
	<u>\$ 10,003,806</u>

FY 2015-2020 Congestion Mitigation & Air Quality Improvement Program (CMAQ) Allocations *

MPO Action for VDOT Final Six Year Improvement Program
 March 11 for TAC Review - Existing Projects: Final Staff Recommendation

Jurisdiction/Project Description	UPC #	Cost Estimate	Previous Funding CMAQ/Other	Actual Allocation *				Projected Allocation *				Other Source Funding (FY15-FY20)	Total Allocation (Previous+Actual +Projected)	Comments	
				FY 15	FY 16	FY 17	FY 18	FY 19	FY 20						
<u>Ashtand</u>															
-Rt 1: Intersection improvements at Rt 54	13463	6,409,448	5,968,450 (CM 3,757,500; RSTP 243,900)	250,000	500,000	500,000								6,708,450	Ad: 10/14, Fully Funded
Sub-total				250,000	500,000	500,000									
<u>Chesterfield</u>															
-Rt 360 intersection improvements at Spring Run Rd	104886	3,000,000			250,000	450,000					2,300,000			3,000,000	Ad: 9/20; Fully Funded
-Robious Rd WB bike lane: Salisbury Dr to James River Rd	104884	500,000	130,000	370,000										500,000	Ad: 9/16, Fully Funded
-Salem Church Rd sidewalk phase II: Fox Hollow Dr to Sara Kay Dr	104883	404,860	130,000	220,000	590,000	250,000	450,000				2,300,000			360,000	Ad: 9/15; Fully Funded
Sub-total					590,000	250,000	450,000				2,300,000				
<u>Hanover County</u>															
-Rt 33/Ashland Rd: Intersection improvements	56181	7,647,964	5,650,263 (CM 5,799)				1,475,000	618,098						7,743,381	Ad 8/16, Fully Funded
-Rt 360/Lee Davis Rd: Intersection Improvements	13551	14,312,684	4,574,854 (RSTP 3,754,854)			540,000	1,000,000	1,500,000				RSTP: 6,897,831		14,312,685	Ad: 10/17 Fully Funded
Sub-total						540,000	2,475,000	2,118,098							
<u>Henrico County</u>															
-ATMS (Automated Traffic Management System) phase 2: Countywide	T11908	8,013,000	1,197,600	1,197,600	1,360,900	2,257,000	2,000,000							8,013,100	Fully Funded
-John Rolfe Pkwy sidewalk: Ridgfield Pkwy to Gayton Rd	104881	540,000	120,000 (FY13)		420,000									540,000	Ad: 9/16, Fully Funded
-Parham Rd/Parson Ave intersection improv	101034	12,400,000	7,400,000 (RSTP: 2,400,000; CPR 5,000,000)					3,000,000			2,000,000			12,400,000	Ad: 7/16 Fully Funded
-Ridgfield Pkwy sidewalk (north side of the roadway): Pump Rd to Falconbridge Dr	104880	600,000	175,000 (FY13)		425,000									600,000	Ad: 9/16, Fully Funded
Sub-total				1,197,600	2,205,900	2,257,000	2,000,000	3,000,000			2,000,000				
add close out from city and Hanover: CM \$1,203,806															
<u>City of Richmond</u>															

FY 2015-2020 Concession Mitigation & Air Quality Improvement Program (CMAQ) Allocations *

MPO Action for VDOT Final Six Year Improvement Program

March 11 for TAC Review – Existing Projects: Final Staff Recommendation

Jurisdiction/Project Description	UPC #	Cost Estimate	Previous Funding CMAQ/Other	Actual Allocation *					Projected Allocation *					Other Source Funding (FY15-FY20)	Total Allocation (Previous+Actual +Projected)	Comments
				FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 15	FY 16	FY 17	FY 18			
Main Street Station	64219	48,500,000	(CM 15,037,400)		800,000	2,000,000							16,000,000	38,903,806	Ph 1; no bikess. 05 lar 1 yr only	
-Bike share system: Citywide	T11910	3,000,000	672,000	392,000										1,064,000		
-Signal and pedestrian improvements at Huguenot Rd and River Rd	104959	883,974	70,000	400,000	400,000									870,000	Ad: 9/16. Fully Funded	
-ITS signal system: South of James River	100498	10,000,000	4,000,552	2,003,451	2,500,000	1,500,000								10,004,003	Ad: 9/14. Fully Funded	
-Signal system: East, north, and west of City	T11911	6,312,350				500,000	1,500,000	1,500,000	1,500,000	1,500,000	2,212,350			5,712,350		
Sub-total				2,795,451	3,700,000	4,000,000	1,500,000	1,500,000	1,500,000	1,500,000	2,212,350					
RideFinders				500,000	500,000	500,000								13,614,809		
-Air pollution reduction: RideShare	T208		12,114,809													
Sub-total			(CM 11,410,809 includes S match (54,220));RSTP 704,000)	500,000	500,000	500,000										
VA Port Authority (VPA)				2,589,777										4,184,485	Ad: 9/13 Fully Funded	
-Port of Richmond crane procurement	104891	4,200,000	1,614,708													
-Green Operator-Richmond drayage truck replacement program	104892	1,543,052	543,052	500,000			500,000							1,543,052	Ad: 9/13. Fully Funded	
Sub-total				3,069,777												
Regionwide																
-Regionwide rail	T10723	16,086,000													Cost from SYIP	
-POZ areawide	T10724	14,781,000													Cost from SYIP	
-Regionwide bike/ped	101485	4,063,696													Ad: 11/1/12	
-Regionwide transit	T10726	13,561,000													Cost from SYIP	
-Regionwide traffic operations	101492	19,312,343													Ad: 11/1/14	
Sub-total																
TOTAL ALLOCATION REQUEST (4/3/14)				\$ 7,812,828	\$ 7,495,900	\$ 7,547,000	\$ 6,825,000	\$ 6,618,098	\$ 6,512,350	\$ 6,512,350	\$ 42,911,176			\$ 42,911,176		
CTB CMAQ Allocation for Richmond Area MPO-(2/10/14)				\$ 7,944,426	\$ 8,194,365	\$ 8,194,365	\$ 8,194,365	\$ 8,194,365	\$ 8,194,365	\$ 8,194,365	\$ 48,916,251			\$ 48,916,251		
Fed CMAQ Only (80%)				\$ 6,555,541	\$ 6,555,492	\$ 6,555,492	\$ 6,555,492	\$ 6,555,492	\$ 6,555,492	\$ 6,555,492	\$ 39,133,001			\$ 39,133,001		
State Match (20%)				\$ 1,588,885	\$ 1,638,973	\$ 1,638,973	\$ 1,638,973	\$ 1,638,973	\$ 1,638,973	\$ 1,638,973	\$ 9,783,250			\$ 9,783,250		
Funds Remaining				\$ 131,598	\$ 688,465	\$ 647,365	\$ 1,269,365	\$ 1,576,267	\$ 1,682,015	\$ 1,682,015	\$ 6,005,075			\$ 6,005,075		

NOTE: * Actual and projected allocations consist of 80% federal CMAQ funds and 20% state match (provided by VDOT)
 -Cost Estimate from PCES (VDOT's project cost estimating system) or provided by local jurisdictions.
 -Schedule provided by PCES or by local jurisdictions.
 -Other funding from PCES/SYIP.
 -Previous CMAQ funding from MPO tracking sheets

FY 2015-2020 Congestion Mitigation & Air Quality Improvement Program (CMAQ) Allocations *

MPO Action for YDOT Final Six Year Improvement Program

'March 11 for TAC Review - Existing Projects: Final Staff Recommendation

Jurisdiction/Project Description	UPC #	Cost Estimate	Previous Funding CMAQ/Other	Actual Allocation *		Projected Allocation *				Other Source Funding (FY15-FY20)	Total Allocation (Previous+Actual +Projected)	Comments
				FY 15	FY 16	FY 17	FY 18	FY 19	FY 20			

FY 2015-2020 Regional Surface Transportation Program (RSTP) Allocations *
MPO Action for VDOT Final Six Year Improvement Program
March 11 for TAC Review – Existing Projects: Final Staff Recommendation

Jurisdiction/Project Description	UPC #	Cost Estimate	Previous Funding RSTP/Other	Actual Allocation * FY 15	Projected Allocation *				Other Source Funding (FY15-FY20)	Total Allocation (Previous+Actual +Projected)	Comments
					FY 16	FY 17	FY 18	FY 19			
Ashland											
Trolley Line Trail	97689	66,300	66,300		500,000	600,000			1,166,300	Fully Fund Phase	
Sub-total					500,000	600,000					
Charles City County											
-VA Capital Trail Ext: Rt 5 to Loft Cary Rd	97688	912,780	351,305				500,000	500,000	1,351,305	Ad: 11/17; PE/RW	
-Rt 155: Capital Trail spur from Loft Cary Rd to New Kent CL	T11899	400,000						400,000	400,000	PE only	
Sub-total							500,000	900,000			
Chesterfield County											
-Rt 1 intersection improvement at Old Bermuda Hundred Rd	101021	5,036,232	3,180,000 (RSTP-2,000,000)	2,000,000					5,180,000	Ad: 10/15, BOS \$1M Fully Funded	
-Rt 10 widening: Rt 1 to I-95	102952	8,000,000	4,500,000 (RSTP-500,000)		1,500,000	2,000,000			8,000,000	Ad: 11/17, Fully Funded	
-Rt 10 widening: Bermuda Triangle to Meadowville Rd	101020	30,000,000	Bond: 13,072,468			4,125,000	10,000,000	STP: 2,802,532	30,000,000	Ad: 12/18, Fully Funded	
-Rt 10 widen to 6 lanes: Whitepine Rd to Frith Ln (MPO approved PE only)	104889	12,000,000						1,300,000	1,300,000	Ad: 9/23; PE	
-Rt 60 WB widening: Farnham Dr to Old Buckingham Rd	102959	16,934,907	13,501,901 (RSTP-600,000)	1,500,000	2,000,000				17,001,901	Ad 11/16 Fully Funded	
-Rt 360: Construct a third Ln: Warbro Rd to Ganito Rd	101022	3,500,000	2,500,000	1,000,000					3,500,000	Ad: 12/13, Fully Funded	
-Rt 360 widen to 6 lanes: Winterpock Rd to Woodlake Village Pkwy	97687	10,000,000	7,250,000 (RSTP-6,750,000)	1,000,000	2,000,000	2,250,000			12,500,000	Ad: 10/13, Fully Funded	
-Rt 360 EB widening: Lonas Pkwy to Castle Rock Rd (MPO approved PE & RW only)	104890	5,500,000		5,500,000	5,500,000	8,375,000	10,000,000	800,000	1,800,000	Ad: 9/21 PE, RW	
Sub-total					5,500,000	8,375,000	10,000,000	1,000,000	1,800,000		

FY 2015-2020 Regional Surface Transportation Program (RSTP) Allocations *

MPO Action for VDOT Final Six Year Improvement Program

March 11 for TAC Review – Existing Projects: Final Staff Recommendation

Jurisdiction/Project Description	UPC #	Cost Estimate	Previous Funding RSTP/Other	Actual Allocation * FY 15	Projected Allocation *				Other Source Funding (FY15-FY20)	Total Allocation (Previous+Actual +Projected)	Comments
					FY 16	FY 17	FY 18	FY 19			
<u>Hanover County</u>											
-Cedar Lane realignment at Rt 1	103014	6,437,640	3,500,000 (RSTP 500,000)	1,500,000					1,439,000	6,439,000	Ad: 5/16 Fully Funded
-Lewistown Rd bridge replacement at I-95	90347	30,107,860	9,324,350	1,300,000		1,250,000	2,000,000		12,933,510	28,107,860	Ad: 12/14
-Rt 360/Lee Davis Rd: Intersection improvements	13551	14,312,684	4,574,854 (RSTP 3,754,854)	1,000,000	440,000	1,000,000	4,300,000		Future Cmt: 3,040,000	14,354,854	Ad: 10/17 Fully Funded
-Rt 606 (Studley Rd): roundabout at Rural Point Rd	104875	950,000	250,000	250,000						2,320,000	Ad: spring 2016; Fully Funded
Sub-total				4,050,000	440,000	2,250,000	6,300,000				
<u>Henrico County</u>											
-Dabbs House Rd improv: Nine Mile Rd to Creighton Rd	60933	10,787,280	8,989,743 (RSTP 3,808,743)		1,000,000	1,000,000	1,300,000			13,289,743	Estimate under review, Ad: 8/16; Fully Funded
-Sattler Rd improv-phase 1 from Dominion Blvd to Cedar Grove Rd	60934		2,900,000		500,000				6,650,820	10,950,820	PERW for Phase 1 & 2 and CN Ph1
Sub-total					1,500,000	1,000,000	1,300,000				
<u>New Kent County</u>											
-Rt 155: Courthouse to Courthouse Connector	67939	4,561,219	4,531,268	25,532					51	4,556,851	Ad: 10/13; Fully Funded
-Rt 249: Construct roundabout at Rt 612	52414	2,525,091	1,245,400	374,468						2,743,567	Ad: 7/8/14; shift CC closeout UPC 59167; Fully Funded
Sub-total				400,000							
<u>Powhatan County</u>											
-Carter Gallier Blvd	8216	5,530,281	4,291,915		550,000				794,010	5,635,925	Formerly Page Rd proj. Ad: 12/13/16; Fully Funded
Sub-total			(RSTP 4,150,902)		550,000			Telecom			

FY 2015-2020 Regional Surface Transportation Program (RSTP) Allocations *
MPO Action for VDOT Final Six Year Improvement Program
March 11 for TAC Review - Existing Projects: Final Staff Recommendation

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					FY 16	FY 17	FY 18	FY 19			
City of Richmond											
Main Street Station Phase 3	64219	48,500,000	28,900,000 (CM 15,037,400)	3,000,000	3,000,000			add close out from city and Hanover. CM \$1,203,806	CM 2,800,000	38,903,806	MPO Phase 3 Fully Funded
-Commerce Rd improvements: Bells Rd to Bellmeade Rd	15958	14,460,405	other: 13,051,405		1,100,000	950,000				15,101,405	Ad: 12/14; Fully Funded
-Deepwater Terminal Rd extension: Deepwater terminal Rd to Goodes St	104882	N/A							1,750,000	1,750,000	Need to combine w/ Res-Sa proj. CM only; Fully Funded
-Jahnke Rd improvements from Blakemore Rd to Forest Hill Ave.	19035	14,000,000	10,028,674 (RSTP 8,630,314; CM 1,081,902)				4,000,000			14,028,674	Ad 1/16. CMAQ. Fully Funded
-Mayo Bridge rehabilitation (Rt 360) over James River	104888	2,500,000							2,000,000	2,000,000	Ad: 9/1/18. PE Only
-Midlothian Tripk bridge rehabilitation over Belt Blvd	104887	2,027,729	1,927,729	100,000							
Sub-total				3,100,000	1,100,000	950,000	4,000,000	3,750,000		2,027,729	Ad: 3/15. Fully Funded
Regionwide											
-Regionwide Rail	T10723	16,086,000									
-POZ areawide	T10724	14,781,000									
-Regionwide bike/pedestrian	T01485	4,063,696									
-Regionwide transit	T10276	13,561,000									
-Regionwide traffic operations improv	T01482	19,312,343									
Sub-total											
MPO TOTAL ALLOCATION REQUEST (4/3/14)				\$ 13,050,000	\$ 13,320,000	\$ 12,565,000	\$ 14,200,000	\$ 14,200,000	\$ 5,650,000	\$ 72,985,000	
CTB RSTP Allocation for Richmond Area MPO (2/10/14)				\$ 14,989,790	\$ 15,352,806	\$ 15,352,806	\$ 15,352,806	\$ 15,352,806	\$ 15,352,806	\$ 91,753,760	
Fed RSTP Only (20%)				\$ 11,991,784	\$ 12,282,245	\$ 12,282,245	\$ 12,282,245	\$ 12,282,245	\$ 12,282,245	\$ 73,403,008	
State Match (20%)				\$ 2,997,946	\$ 3,070,561	\$ 3,070,561	\$ 3,070,561	\$ 3,070,561	\$ 3,070,561	\$ 18,350,752	
Funds Remaining				\$ 1,939,790	\$ 2,032,806	\$ 2,787,806	\$ 1,152,806	\$ 1,152,806	\$ 9,702,806	\$ 18,788,760	

NOTE:
* Actual and projected allocations consist of 80% federal RSTP funds and 20% state match (provided by VDOT)
-Cost Estimate from PCES (VDOT's project cost estimating system) or provided by local jurisdictions.
-Schedule provided by PCES or by local jurisdictions.
-Other funding from PCES/SYIP.
-Previous RSTP funding from MPO tracking sheets.