

Virginian Railway Passenger Station Phase II: Building Restoration

MAP– 21 Grant Application

Fiscal Year 2016

October 31, 2014

Prepared by:

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**Roanoke Chapter,
National Railway Historical Society**

And:

Alison S. Blanton

**Roanoke Valley
Preservation Foundation**



TRANSPORTATION ALTERNATIVES PROGRAM

**PROJECT APPLICATION FORM
FISCAL YEAR 2016**

****APPLICATION DEADLINE NOVEMBER 1, 2014****

Use TAB KEY to reach each field

1. Project Sponsor	Name and Title:	Christopher Morrill, City Manager
	Organization:	City of Roanoke
	Address:	215 Church Avenue SW
	City, State, Zip+4:	Roanoke, VA 24011-
	Telephone/Fax:	(540) 853 - 2333 / (540) 853 - 1138
	E-mail Address:	citymgr@roanokeva.gov

2. Project Manager	Name and Title:	James G. Cosby, Committee Chair
	Organization:	Roanoke Chapter, National Railway Historical Society
	Address:	PO Box 1322
	City, State, Zip+4:	Roanoke,, VA 24032-
	Telephone/Fax:	(540) 989 - 3198 / (540) 989 - 3198
	E-mail Address:	JimCosby@cox.net

3. Sponsor DUNS Number	6704316	4. Project UPC Number (Existing Projects Only)	103592
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5. Project Title	Virginian Railway Passenger Station Phase II: Building Restoration
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5a. Provide a description of the project and a clearly defined scope of the improvements to be made utilizing Transportation Alternatives funds.

Phase II will complete the restoration of the Virginian Railway Passenger Station for adaptive reuse as a museum for the Roanoke Chapter, National Railway Historical Society and a leasable commercial space to provide funds for the future maintenance and upkeep of the building. The project will include a memorial to former Virginian Railway employees as well as bike racks and a comfort station for users of the existing Mill Mountain Greenway. Transportation Alternatives Funds will be used to provide additional funding required to complete the project based on recent construction bids.

6. Identify beginning and ending termini and provide a location map with the project area clearly marked.

Start Location: 1402 Jefferson Street SE, Roanoke, VA Jefferson Street SE, Roanoke, VA	End Location: 1402
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7. Project Location

Is this project located within a Transportation Management Area (TMA)? Yes No

If yes, please indicate which MPO area: Northern Virginia Richmond Tri Cities Roanoke
 Hampton Roads Fredericksburg (Portion of North Stafford in TMA)

If project is in a TMA, complete *Attachment A – Supplemental Information for Projects in TMAs*

8. Local Jurisdiction Population (Based on 2010 census data)

Less than 5,000 5,000 to 200,000 Greater than 200,000

9. Primary Category of Eligibility (Select ONLY one)
Select primary category of eligibility even if other categories may apply.
<input type="checkbox"/> Construction of on-road or off-road trail facility <input type="checkbox"/> Improvement or system that will provide safe routes for non-drivers <i>(Includes Safe Routes to School)</i> <input type="checkbox"/> Conversion of abandoned railroad corridor for use as a trail for non-motorized transportation <input type="checkbox"/> Construction of turnouts, overlooks, and viewing areas <input type="checkbox"/> Inventory, control, or removal of outdoor advertising <input checked="" type="checkbox"/> Historic preservation and rehabilitation of historic transportation facilities <input type="checkbox"/> Vegetation management practices in transportation rights of way <input type="checkbox"/> Archeological activities related to implementation of a transportation project <input type="checkbox"/> Environmental mitigation activity focused on storm water management <input type="checkbox"/> Environmental mitigation activity focused on wildlife mortality or habitat connectivity

10. Does this project qualify as a "Safe Routes to School" project based on the criteria below?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<ul style="list-style-type: none"> Eligible infrastructure activity Project is located within 2 miles of an elementary / middle school 	
10a. Do you wish to pursue this as a SRTS project? If so, complete the required Attachment B – Supplemental Information for Safe Routes to School Projects	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Project Funding

11. Total project cost (*) is to be limited to the project described in this application and based on the beginning and ending termini provided. This should not be considered the "whole" of a multi-phased project. According to the attached Project Budget - Attachment C , the following project costs can be demonstrated:		
11a. Total Anticipated TA Funding	Cannot exceed 80% of total project cost	\$649,994.00
11b. Total Local 20% Match Required	Based on the anticipated TA funds above	\$162,499.00
11c. Other Project Funds (Non- TAP funds)	Include other grants and/or donations	\$710,407.00
11d. Total Project Cost (*)	Sum of above; should match Attachment C	\$1,522,900.00

12. Transportation Alternatives Funding Request		
12a. Federal TA Funds Requested	This Application Only	\$246,000.00
12b. Local Match Required	This Application Only	\$61,500.00

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match.	Value: \$ \$249,000.00
13b. If planning to use in-kind match, explain in detail the services to be provided and where possible, provide documentation identifying the donations being made and the dollar value for each.	
Norfolk Southern Corp. donation of building & land valued at \$124,000 and Roanoke Chapter, NRHS exhibits appraised at \$125,000.	

14. If the 20% local match is being provided in cash, identify the proposed source of funding.
Cash funds provided as additional match come from cash donations from the Roanoke Chapter, NRHS (\$117,900) and the anticipated capital investment from the syndication of the historic tax credits (\$700,000)

15. A local 20% match contribution is required – how much additional <u>local</u> funding (above the required 20%) is proposed?	
No additional match is planned for this request. Currently, the local match for the total project is 63%. Should the current request for funding be granted, the total match for the project will be 52%	

16. Is there additional (above the 20% match) non-sponsor or <u>non-local</u> funding available for this project – other grants, state funds, corporate donations, etc.?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide the amount of non-local funds, identify the source of this funding and attach a letter documenting the commitment of these funds including when they will be available.	
Norfolk Southern Corporation donation of land and building: \$124,000 (received) City of Roanoke Brownfield Grant: \$200,000 (received) FHA VDRPT Grant: \$195,323 (received) RCNRHS cash donations: \$117,000 (received) RCNRHS donation of exhibits: \$125,000 (committed) Cash investment from state and federal historic tax credits: \$700,000 (anticipated)	

17. If this request is not fully funded, or if the estimated project cost increases during design, how do you plan to complete this project?	
The estimated cost is based on an average of construction bids recently received. If the cost exceeds funding available, the scope of the project will need to be reduced to meet available funding. Additional private donations will be sought to complete the memorial to the former Virginian Railway employees.	

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project’s constructability and cost?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide date and attendees.	

19. Describe any possible challenges or obstacles that will require additional design consideration, cost or design waivers.	
Specialty trades for the treatment of historic materials in order to comply with the Secretary of the Interior’s Standards, may prove difficult or more costly to procure. The design of the bench wall for the memorial may need to be simplified to provide for more cost effective construction.	

20. The use of federal transportation funds requires compliance with the <i>Americans with Disabilities Act (ADA)</i>; describe how this project will meet these design requirements.	
If this is a pedestrian and/or bicycle facility, include a description of the proposed surface (concrete, asphalt, etc) and width of the completed facility including any bridges.	
All access to the building from the site and within the building has been designed to be ADA-accessible --including sidewalks, entrances and public toilets.	

21. Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, RW limitations, historic features, etc.	
Only minor modifications will be necessary in the toilet areas to accommodate ADA accessibility.	

22. Is the project located within a designated historic district or within a downtown business district?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, how will the project improve the aesthetic value of the affected area? What economic impacts will the proposed changes have?	
The Virginian Railway Passenger Station, which has stood vacant and deteriorated for over a decade since destroyed by a fire in 2001, stands at a highly visible location that connects downtown Roanoke to the South Jefferson Redevelopment area and serves as a gateway to the Roanoke River & Railroad Historic District and the Riverside Center for Research and Technology and its associated new development. The restoration of the station will follow the Secretary of the Interior's Standards and will restore this highly visible and architecturally significant landmark building.	

23. It is expected that the sponsor will maintain the facility for its useful life. Provide details regarding maintenance and upkeep of the completed facility – identify who will be providing upkeep, what services will be provided, how long the services will be provided and where the funding for these services will come from.
The Roanoke Chapter, NRHS will be responsible for the ongoing maintenance and upkeep of the building and surrounding property for the duration of its useful life. Income from the lease of the passenger station section of the building will provide the necessary funds for the ongoing maintenance and upkeep of the property.

24. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:
<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Commuting to and from workplace <input type="checkbox"/> Residential connections <input type="checkbox"/> Recreational / exercise <input type="checkbox"/> Alternate transportation for daily needs (shopping, school, library)

25. If this project involves restoring an historic transportation facility, describe the proposed future use of the restored facility including details regarding the proposed staffing and operation of the facility, identifying potential funding sources for these activities.
<input type="checkbox"/> N/A <p>The historic Virginian Railway Passenger Station will be restored for adaptive reuse as an office and museum/archives for the Roanoke Chapter of the National Railway Historical Society, a retail/commercial space and a comfort station for the Mill Mountain Greenway. The Roanoke Chapter, NRHS will staff their office and museum with volunteers and be open to the public by appointment. RCNRHS volunteers will also maintain the public restroom that will serve as a comfort station. The retail or commercial tenant will staff the leased space.</p>

26. If this project provides vegetation management, describe the transportation right-of-way and how the project will improve roadway safety, prevent against invasive species, and/or provide erosion control.
<input checked="" type="checkbox"/> N/A

27. If this project provides for archeological activities, describe the negative impacts of the related transportation project and how the proposed TA activities will improve or mitigate these impacts.
<input checked="" type="checkbox"/> N/A

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28. If this project provides environmental mitigation and/or pollution prevention – identify the impacts of highway construction and/or highway run-off and describe how the proposed TA activities will improve or mitigate these impacts. Identify any waterways (rivers, streams, etc) being directly impacted / polluted by the current run-off.
<input type="checkbox"/> N/A

29. Does this project support or improve an existing or planned highway project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, identify the project.	

Project Improves Transportation Network

30. Does the project provide new access (access that does not currently exist) to transit stations, commuter lots, bus stops, etc.?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide a description of the public transportation links.	

31. Does the project provide connections to existing regional trails or pedestrian / bicycle facilities? Does the project provide a “missing link” in the existing transportation network?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, explain making sure to identify the specific location and connections provided and the missing links addressed. Include a location map to demonstrate the connections and/or missing link.	

32. Does the project provide bicycle/pedestrian facilities where none previously existed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, explain why this location was chosen and include pictures of the proposed location.	
The project, which is located along the existing Roanoke City Greenway system, will provide bicycle racks and toilet facilities that will be accessible to the public.	

33. Does this project increase opportunities to meet daily needs without motorized transportation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc.	

34. Does this project add features/devices that will improve bicycle and pedestrian safety (ex. crosswalks, bike/ped signals, lighting, physical barriers to separate facilities, etc)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide a description including any accident data available.	

35. Does this project incorporate traffic calming design elements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, explain what traffic calming elements are being incorporated and how they will improve pedestrian safety.	

36. Is this project in the locality's local/regional transportation plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Explain how this project will help achieve these goals.	

Sponsor's Ability to Administer Federal Project

37. A sponsor is required to provide a full-time employee who is responsible for all major project decisions. This person is referred to as the sponsor's Responsible Person (RP) and may or may not be the project manager.
Identify the full time staff member assigned as the "Responsible Person" for this project:
Name: Mark Jamison Title: Transportation Division Manager Years in this position: 8

38. Describe the experience and / or training that qualifies this person to be the responsible charge for a <u>federal-aid</u> transportation project.
Mr. Jamison has been involved with the a number of TA projects including the Virginian Railway Passenger Station project since the city assumed sponsorship of the project in 2007. Since 2003, he has also coordinated multiple VDOT urban projects for the City almost all of which use federal funding.

39. Select from the following the best choice describing the RP's experience:
<input checked="" type="checkbox"/> The RP has successful experience providing oversight or managing a federal aid transportation project within the previous five years. <input type="checkbox"/> The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project. <input type="checkbox"/> The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project. <input type="checkbox"/> The RP has no experience providing oversight for a transportation project.
Regarding the experience noted above, briefly describe the two (2) most recent <u>federal-aid</u> projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.
Virginian Railway Passenger Station, Building restoration, Phases 1 and 2, PE and CN,\$1.5 million, project ongoing - Phase 1 completed on time and within budget, Phase 2 ongoing O. Winston Link Museum, museum cabinets and art racks, CN only, \$15,000, on time and within budget

40. Describe the RP's role and responsibilities while overseeing these projects.
Ensuring compliance with VDOT, City and FHWA processes and procedures to include approvals for various phases of the project and invoicing and reimbursement for expenditures.

41. Has the RP completed VDOT's Core Curriculum on-line training found on VDOT's Locally Administered Projects webpage (www.virginia-dot.org/business/local-assistance-lpt.asp)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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42. VDOT is required by federal regulation to ensure that the sponsor is adequately staffed to ensure the project is satisfactorily completed. Sponsors may supplement their staff with consultants, including project management duties.	
Is the Responsible Person also the Project Manager (PM)?	If not, indicate:
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> The following full-time staff member will be assigned as Project Manager:
<input type="checkbox"/> No	;
	<input type="checkbox"/> Project management will be performed by a consultant

43. The sponsor's staff and their consultants must have a working knowledge of the locally administered projects (LAP) process and the federal regulations affecting federal aid projects. Select from the following the best choice describing the proposed PM's experience:	
<input checked="" type="checkbox"/> The PM has successfully administered one or more federal aid transportation project(s) within the previous five years. <input type="checkbox"/> The PM has successfully administered one or more non-roadway federal aid project(s) – sidewalk, streetscape, trail, landscaping, etc – within the previous five years. <input type="checkbox"/> The PM has no experience with federal-aid, but has successfully administered a state-aid or locally funded transportation project within the previous five years. <input type="checkbox"/> The PM has not successfully administered a transportation related project in the recent past. <input type="checkbox"/> Unknown – the project management duties will be performed by a consultant.	
Regarding the experience noted above, briefly describe the two (2) most recent <u>federal-aid</u> projects including project scope, cost and whether or not the project finished on-time and on-budget.	
<input type="checkbox"/> N/A	
<p>Virginian Railway Passenger Station, Building restoration, Phases 1 and 2, PE and CN, \$1.5 million, project ongoing - Phase 1 completed on time and within budget, Phase 2 ongoing</p> <p>O. Winston Link Museum, museum cabinets and art racks, CN only, \$15,000, on time and within budget</p>	

44. Describe the PM's role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?	
<input type="checkbox"/> N/A	
<p>Mr. Jamison has served as one of the City's primary contacts with VDOT during administration of locally administered projects. He has been involved with the Virginian Railway Passenger Station renovation since 2007 and has helped the applicant in working through a variety of issues with bidding, construction award, and DBE participation. Issues have been resolved through careful coordination with City and VDOT staff as well as work with the applicant and their consultants and contractors.</p>	

45. Provide PM's most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.	
<input checked="" type="checkbox"/> N/A	
Mr. Jamison has been involved with the Virginian Railway Passenger Station renovation since the city assumed	

sponsorship of the project in 2007. The project includes the renovation of the Virginian Railway Passenger Station after a fire in 2001. Structural and roofing issues have been completed and Phase 2 of the project will complete the interior renovation and some minor site work. Funding was first received in 2006 and work has progressed since that time. This application is for funding to complete the project. Some challenges through the project have included the need to readvertise during the Phase 1 effort to address some discrepancies in the bids. That process was completed successfully and Phase 1 was completed and approved for reimbursement. Bids have been opened on Phase 2 of the project and some issues with DBE participation are currently being addressed. We have every confidence that these issues will be addressed appropriately and that the project will continue to move forward to completion.

46. Has the PM completed training utilizing FHWA’s Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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47. Will the sponsor need to supplement their staff to complete their federal aid project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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If yes, select the services which will need to be outsourced:

Type of Services	✓	Comments, if necessary
Project Management	<input type="checkbox"/>	
Environmental	<input type="checkbox"/>	
Design	<input type="checkbox"/>	
Right of Way	<input type="checkbox"/>	
Construction Engineering / Management & Inspection	<input type="checkbox"/>	
Materials Testing	<input type="checkbox"/>	
Other, please specify	<input type="checkbox"/>	

48. The sponsor must be able to demonstrate “sufficient accounting controls” to administer a federal-aid project. This requirement is identified in Chapter 2.2 of the VDOT LAP Manual. Briefly describe the financial management system currently in place that will track / monitor project costs for reimbursement.

As a local government agency, the City of Roanoke has in place appropriate accounting controls with which to administer and manage expenditures of state and federal funds. The City of Roanoke is able to identify, track, and maintain records for all expenses for which full or partial reimbursement is requested and has demonstrated such ability through the successful completion of a number of state and federally funded projects in conjunction with VDOT.

Project’s Readiness to Proceed

49. Design / engineering will be performed:
<input type="checkbox"/> In-house by local staff <input type="checkbox"/> In-house utilizing a current on-call contract <input type="checkbox"/> Utilizing an outside consultant firm yet to be procured <input checked="" type="checkbox"/> Utilizing an outside consultant firm already procured for use on this project

50. Is this project part of a larger / multi-phased project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, provide the current status of the other phases and describe how they relate to this project.

This application requests funding to complete Phase 2: Building Restoration of the Virginian Railway Passenger Station. Phase 1: Building acquisition and Sttabilization was completed in 2012. The construction drawingsfor Phase 2 were completed in November 2013 and submitted for review and approval by VDOT. The Bid Documents were approved by the City of Roanoke and VDOT in

August 2014 and bids were received September 18, 2014. The lowest bid received was over the budget and did not allow for the completion of Bid Alternatives #2 and #3. In addition, the two lowest bids did not meet the DBE requirements and the project will need to be re-bid. The funds currently being requested are based on an average of the four bids received. If granted, these funds will allow for the completion of the final phase of the project.

51. Has a master plan, feasibility and/or preliminary engineering studies been completed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, attach a copy of the plan / study and briefly summarize the results below.	
<p>The rehabilitation of the Virginian Railway Passenger Station, as identified in the Master plan completed in 2003, will provide many benefits to the City of Roanoke, its citizens and visitors. The project preserves a piece of Roanoke's railroad heritage and a National Register landmark. It will provide office and meeting space for the NRHS and will display artifacts and exhibits of railroad history related to the Virginian Railway</p> <p>The project will also provide a comfort station with public toilets, bike racks, and an information kiosk for the Mill Mountain Greenway and serve as a gateway from downtown to the Riverside Center for Research and Technology. A portion of the space will be leased to a commercial entity to provide services to this rapidly developing area. Income from this space will be used to maintain the building and sustain its operations.</p> <p>The estimated total cost of the restoration of the property will be approximately \$2.3 million with over 50% provided in matching funds that include the donation of the property by Norfolk Southern Corp., grants from the City of Roanoke and FTA VDRPT, and cash and exhibit donations from the Roanoke Chapter, NRHS. Phase I was completed in 2012.</p>	

52. Has design work started?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Design has been started, and <input type="checkbox"/> 30% plans / <input type="checkbox"/> 50% plans / <input checked="" type="checkbox"/> 100% plans have been completed.	
52a. Have these plans been reviewed by appropriate state / local official?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

53. The ability to secure right of way (including easements) needed for a project is critical to a project's success; which of the following best describes the right of way situation for this project:
<input type="checkbox"/> All right of way required is publicly owned (local and/or state) <input checked="" type="checkbox"/> Right of way is privately owned but right of public use has been secured by deed (donated or purchased) <input type="checkbox"/> Right of way is secured with the exception of some temporary / construction easements <input type="checkbox"/> Right of way has not yet been secured for this project (includes when RW acquisition has started but not been completed) <input type="checkbox"/> It is unknown what right of way and/or easements will be needed

54. This program will not participate in the cost of relocating overhead utilities for scenic beautification purposes. It will however participate in the costs required to eliminate conflicts. Are there existing utility poles located within the proposed project area that will need to be relocated in order to complete the proposed improvements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, include pictures of poles within the specified project area explaining how they will impact the project and explain how the conflicts will be resolved.	
54a. Has the right of way needed for relocation of the poles been secured?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A

55. If overhead utilities are in conflict, has the local utility company(s) been consulted regarding removal and /or relocation of its facilities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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If yes, please identify the utility carrier(s) and specify if these costs are included in the attached budget.
N/A

56. Are there other conflicts / obstacles that must be addressed for the project to move forward?

<input checked="" type="checkbox"/> No conflicts / obstacles present	<input type="checkbox"/> Drainage
<input type="checkbox"/> Underground utilities (gas, water, sewer)	<input type="checkbox"/> Impact to historic properties/district
<input type="checkbox"/> Guardrail, mailboxes, signs or other roadway structures	<input type="checkbox"/> Other
<input type="checkbox"/> Retaining wall	

57. Attachment A – Supplemental Information for TMA projects – Required if project is located in an MPO within a TMA. Attached:

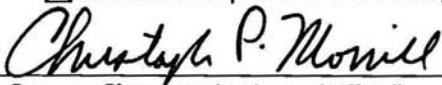
58. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects – Required if answered “Yes” to Question 10a. Attached:

59. Attachment C – Project Budget – Required for ALL projects. Attached:

60. Attachment D – Existing Project Status – Required for EXISTING projects only. Attached:

Sponsor certifies the following: (Read and check each statement below)

- We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual
- We will provide technical guidance and oversight throughout project development
- Budget accurately reflects cost of proposed project
- Project development will comply with all state and federal regulations, including ADA requirements
- We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding
- We will be responsible for ensuring future maintenance and operating costs of the completed project

 _____ Date October 31, 2014

Sponsor Signature (Authorized Official)

Submit one (1) electronic copy* and four (4) hard copies of the completed application along with all required attachments to:

Ms. Jennifer DeBruhl, Director of Local Assistance Division
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

All applications must be received and / or post-marked no later than November 1, 2014. If applications are being hand-delivered, they must be received no later than 5:00pm Friday, October 31, 2014.

***The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and include the completed application, attachments A-D, and all other supporting documents. This may include pictures, maps, endorsements, etc. If the application submission is too large to send via e-mail, please mail a CD or DVD with all required materials to the above address. This can be included in the package containing the hard-copies of your application.**



1. Describe how the project is consistent with the MPO's current long range transportation plan (LRTP)

The project is consistent with the goals of the Roanoke Valley-Alleghany Regional Commission's (RVARC) 2025 Long-Range Transportation Plan in a number of ways. An objective of the RVARC is to support the Greenway Commission in its effort to develop an interlinked network of urban and suburban greenways. The Virginian Station renovation supports the development of the greenway network through its proposed reuse as a comfort station for greenway users. The renovated building will provide public toilets and bike racks, as well as a railroad museum. The project will support the greenway network by adding these much-needed amenities on a popular section of the trail.

The museum element of the project is also consistent with the goal to develop transportation strategies that enhance tourism development. A concept in the plan was a "transit loop" connecting cultural institutions. Given the location of the historic train station along the greenway, the railroad museum and proposed memorial to former Virginian Railway employees could be a destination along the loop.

The adaptive reuse of existing assets, including buildings, is another goal of the RVARC. The project supports this goal by adaptively reusing a former train station, which was once a critical component of the transportation network. The chosen reuse as a comfort station for the greenway maintains the building's association with the transportation system.

2. Describe how the project fits within local adopted master plans and specific goals of local and/or state government agencies and other organizations. Describe how the project originates from planning work conducted in the jurisdiction. Note if the project is included in any planning documents and how it supports the local land use plan.

The project supports the planning goals of the City of Roanoke. The City of Roanoke Comprehensive Plan expresses the need to "identify, preserve, and protect its historic districts, landmark features, historic structures, and archeological sites." The rehabilitation of the historic Virginian Station for a compatible new use supports this goal by preserving its historical integrity and by protecting it from development pressures. The project also serves as a step towards accomplishing the City's goal of expanding walking and driving tours of historic and cultural resources. As a transportation museum and comfort station along the Mill Mt. Greenway, the former train station will be a logical stop on any walking, biking, or driving tour.

The historic train station is located in the South Jefferson Redevelopment Area. Its rehabilitation supports the vision espoused in the South Jefferson Redevelopment Plan for "a village at the crossroads of transportation systems and transportation oriented structures, utilizing the architecture of warehouses and historical structures for loft space and flex development, a counter point for the more refined campus and the traditional downtown."

Reuse as a comfort station for the Mill Mt. Greenway ties the historic train station back into the transportation network. The South Jefferson Redevelopment Plan requires that development plans

contribute to an interconnected pedestrian and vehicular transportation system. It prescribes that improved connectivity to surrounding neighborhoods be established through a number of methods, including the integration of master planned pedestrian and bicycle paths. The comfort station has the potential to serve these new paths. Furthermore, the rehabilitation of this now vacant building will generate activity along the corridor that connects the South Jefferson Redevelopment Area to the downtown.

3. Describe how the project makes the region's transportation facilities safer and less intimidating for pedestrians, bicyclists, and other non-drivers.

The project will provide a comfort station for the Roanoke City Greenway at a point where the section from downtown connects to the Mill Mountain greenway. The station will feature bike racks, an information kiosk and an accessible public toilet.

4. Describe how this project enhances transportation facilities for those with special needs, pursuant to Americans with Disabilities Act (ADA) requirements.

As a comfort station on the Roanoke City Greenway system, the station will provide an accessible public toilet to users of the greenway.

5. Describe all public participation activities to date on the proposed project and what has been done to obtain public and community support. Please also describe any project coordination with other jurisdictions or agencies.

The effort to save and renovate the Virginian Station started with a meeting in 2001 of representatives from various local organizations that recognized the importance of the station to the City. In March 2005, a public workshop was held for the community to raise awareness of the station's importance and to explore appropriate new uses for the property. Based on this input, a master plan was developed in 2005. Since that time, the Roanoke Chapter, NRHS and the Roanoke Valley Preservation Foundation have been working together with the Roanoke Regional Housing Authority (the original sponsor) and the City of Roanoke to obtain funding for the project. In these efforts, several public hearings have been held by the City of Roanoke regarding resolutions to support grant applications for the Transportation Enhancement funds. As part of the EPA Brownfield grant from the City, a public participation plan was developed that included mailings to adjacent property owners, a public hearing and the posting of the Clean-up Plan for a 30-day public input period.

If your project is in the National Capital Region, please answer the following additional questions:

1. As a regional policy, the TPB seeks to promote the development of Transportation Alternatives in Regional Activity Centers. Is any portion of the project located within a Regional Activity Center?

Yes No

Center:

2. Is this project located within ¼ miles of a Metrorail (existing or under construction) or commuter rail

station?

Yes No

Station:

3. Describe how the project creates linkages for users to transit and/or employment, as well as how the project fills a gap in the existing non-automobile transportation infrastructure.



DATE: October 30, 2014

MAP 21 APPLICATION
GY 2016
ATTACHMENT C
VIRGINIAN STATION - PHASE II
10/30/2014

CONSTRUCTION - Building Construction

Project Building Costs:

Building Construction	\$	640,807
Casework in Ticket Office	\$	18,908
Exhibits	\$	242,819
Total Building Costs:		\$ 902,534

CONSTRUCTION - Site & Utility Construction

Project Site Costs:

Site Costs (preparation, improvements, utilities)	\$	233,719
Stone Monument Sign	\$	18,048
Hardscape Features	\$	24,983
Auxiliary Parking	\$	78,614
Total Site Costs:		\$ 355,365

Note: Estimated Construction costs are based on an average of four bids received on 09/18/2014

RIGHT-OF-WAY- Not Required

PRELIMINARY ENGINEERING:

Attorney & Related Fees	\$	105,000
vdot Review & Oversight	\$	5,000
Architects, Engineers, Surveyors	\$	155,000
Total Soft Costs:		\$ 265,000

Total Phase II Cost \$ 1,522,898.49

PHASE II FUNDS AVAILABLE:

Funds Available:

VDOT Grant Funds	\$	403,994
FTA - VDRPT Grant	\$	1,880
RCNRHS Donation	\$	46,644
Donations to VGN Station Fund		
Value of Exhibits	\$	125,000
Proceeds from Tax Credits	\$	700,000
Total Site Costs:		\$ 1,277,519

TOTAL PHASE II FUNDS REQUESTED FY 2016 \$ 246,000.00

Total Phase II VDOT Funds Anticipated \$ 649,994.34
Phase II Local Match % 57%



FISCAL YEAR 2016
ATTACHMENT D
EXISTING PROJECT STATUS

Identify project status and activities completed to date for the phase that is currently requesting funds. Check all activities that have been completed on this project / phase and provide details of the progress made to date utilizing the text boxes available for each activity.

1. Project Initiation

Initial Project Agreement fully executed

Kick-off meeting with VDOT

2. Environmental

Environmental (NEPA) document initiated

VDOT performing environmental coordination

Preliminary plans have been submitted to DHR for review

Environmental document complete and no adverse effect (Or MOA executed)

3. Preliminary Engineering for current phase in development

RFP for design services developed

Design underway

50% Plans submitted for VDOT review

90/100% Plans submitted for VDOT review

Final plans and bid document submitted to VDOT

4. Right of Way

No property or easements required

R/W plans/ survey complete

Appraisal(s) complete

All required property acquired/secured

R/W certification complete

5. Project Resources

Additional funding is available to complete project if this request is not fully funded – no additional TAP funding will be requested.

Additional TAP funding will be requested if this request is not fully funded.

6. Provide any additional information that might help establish the progress made to date. This may include fundraising, public meetings/charrettes, significant donations or other milestones met.

Construction bids for Phase II were received on September 18, 2014. A total of four bids were received. The lowest bid was over the estimated budget and did not allow for the completion of Bid Alternates #2 and #3. In addition, the lowest two bids did not meet the DBE requirements. It is anticipated that the project will need to be re-bid.

Appendix A

Virginian Railway Passenger Station Master Plan



Virginian Railway Passenger Station

Master Plan

June 2003

Revised October 31, 2014

Prepared for:

**James G. Cosby
Roanoke Chapter,
National Railway Historical Society**

Prepared by:

**Hill Studio
120 Campbell Ave. SW
Roanoke, VA 24011**

Application for MAP-21 Grant, FY 2014

Table of Contents

A.	Project Summary and Update	2
B.	Project Location, Description, and Site Map	4
C.	Selection Criteria	9
D.	Project Resources	14

A. Project Summary and Update

Under sponsorship of the City of Roanoke, the Roanoke Chapter, National Railway Historical Society (NRHS) is requesting Transportation Enhancement Funds in the amount of \$246,000.00 to complete the Phase II: Building Restoration of the Virginian Railway Station in the City of Roanoke, Virginia. Additional funding is needed based on recent bids received for the project that were in excess of the estimated budget for Phase II. In addition, the anticipated capital investment to the project from the syndication of the state and federal historic rehabilitation tax credits has been reduced due to current market conditions.



Overview:

The restoration of the Virginian Railway Passenger Station will provide many benefits to the City of Roanoke, its citizens and visitors. The project preserves a piece of Roanoke's railroad heritage which is listed on the Virginia Landmarks Register and the National Register of Historic Places because of its importance in rail transportation and its unique architecture. It will provide office and meeting space for the NRHS and will display artifacts and exhibits of railroad history related to the Virginian Railway.

The project will also provide a comfort station with public toilets, bike racks, and an information kiosk for the Mill Mountain Greenway. It will serve as a gateway from downtown to the Riverside Center for Research and Technology. A portion of the space will be leased to a commercial entity to provide services to this rapidly developing area and an income stream to support the continuing operation of the station property.

There is substantial community-wide support for the restoration and utilization of this old station building. Following the fire in January 2001, a consortium of local civic and cultural groups met to express concern over the future of the station. The Roanoke Valley

Preservation Foundation (RVPF) and the Roanoke Chapter, NRHS lead the efforts to work with Norfolk Southern for the donation of the building to the NRHS.

There is an urgent need to complete the restoration of the building because of its damage from the fire and subsequent exposure to the elements. Phase I: Building Acquisition and Stabilization, including roof reconstruction, has been completed with funds from TEA-21 grants in 2005 – 2006 in the amount of \$85,000 and 2006/2007 in the amount of \$182,000 as well as \$200,000 from the City as part of the Brownfield Revolving Loan Fund program provided by the US Environmental Protection Agency. Phase II “Building Restoration” has been almost completely funded through Transportation Enhancement Funds for FY 2010/2011 and 2011-2012 in the amount of \$500,000 and 2012-2013 in the amount of \$93,000.

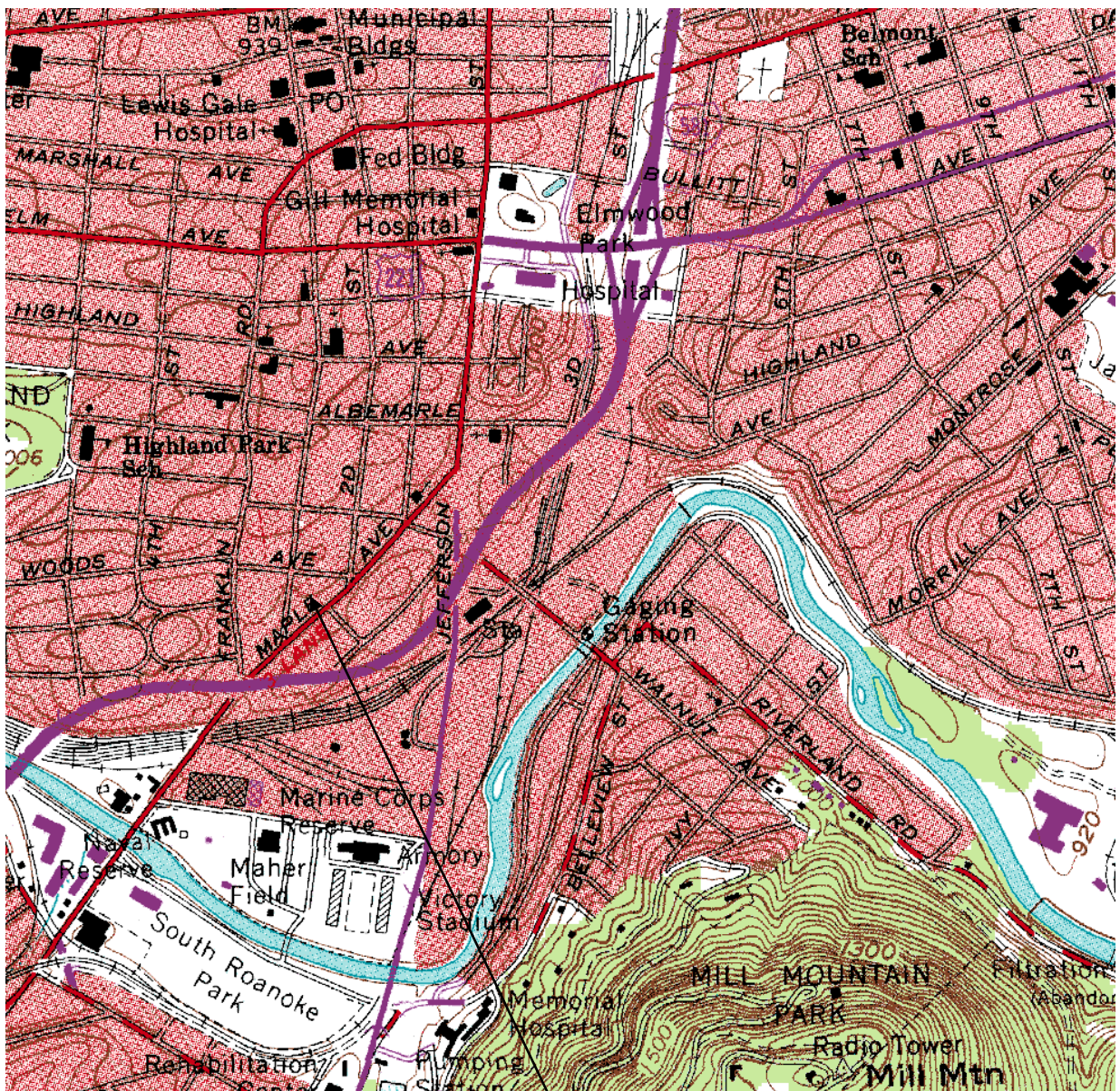
Architectural plans and specifications for Phase I have been completed and approved by the City of Roanoke and VDOT. Bids for Phase I were received on September 18, 2014. As the bids received were in excess of the estimated project budget and did not meet the DBE goals set by VDOT, the project will need to be re-bid. In anticipation of revised bids, the RCNRHS is requesting additional funds based on an average of the four bids received for Phase II.

B. Project Location, Description, and Site Map

Location

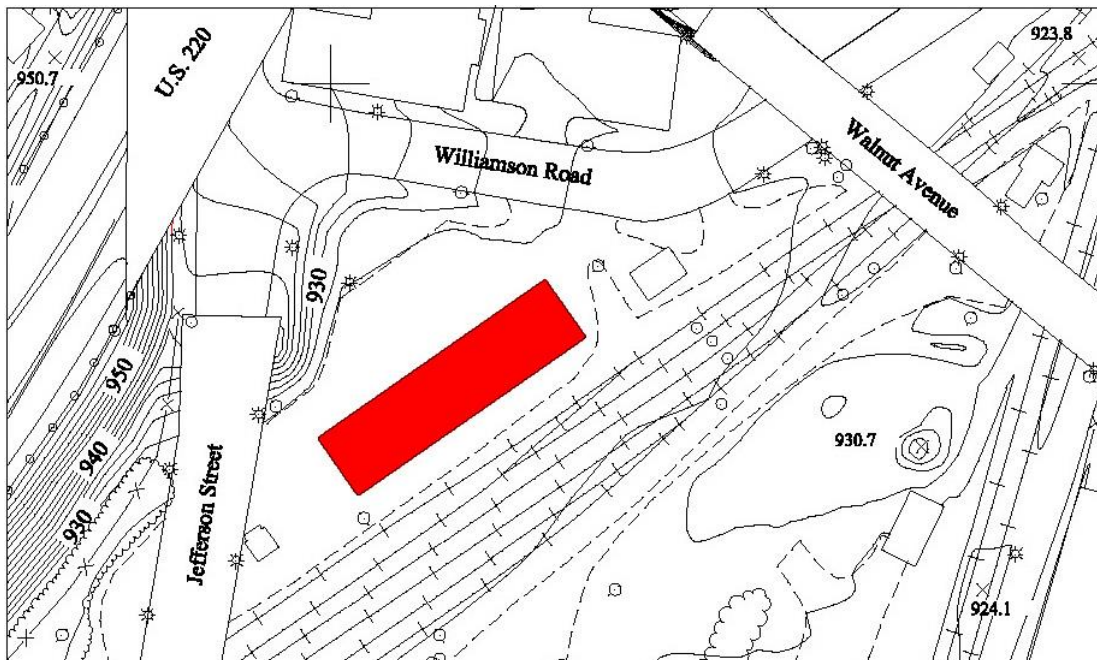
The Virginian Passenger Station is located at 1402 Jefferson Street SE in the Southeast quadrant of the City of Roanoke, Virginia at the intersection of Williamson Road and Jefferson Street. The building located at 1402 South Jefferson Street is on a parcel of land situated between Williamson Road and active Norfolk Southern Railroad tracks. There is a small barber shop located on the property adjacent to the station with the potential to provide expansion.

Site Map



Description

The project to rehabilitate the Virginian Railway Station will provide for the preservation of this important resource in Roanoke as well as provide offices and museum/exhibit space for the National Railway Historical Society/Roanoke Chapter. The project will include leasable space for a commercial office or retail space to help support the building's ongoing maintenance. The renovated station will also serve as a comfort station on the Mill Mountain Greenway with an information kiosk, bike racks, and public toilet facilities.



Current Site Map

History and Architectural Significance

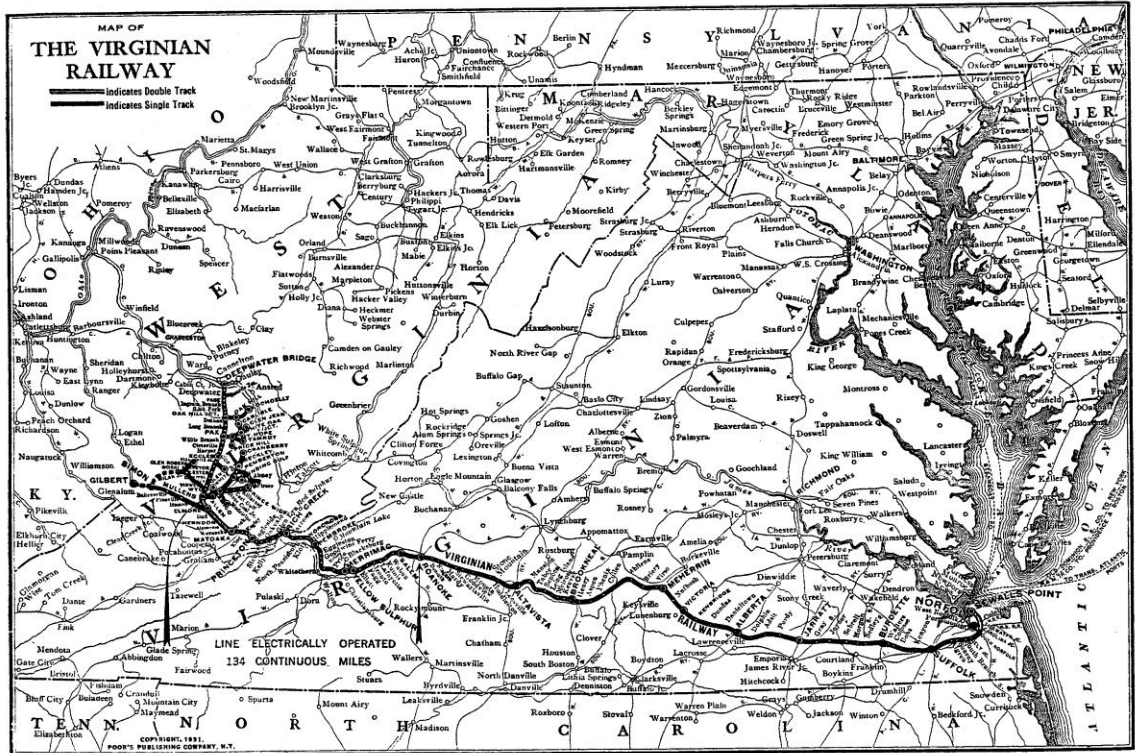


The Virginian Station in 1956

The Virginian Railway Passenger Station in Roanoke, Virginia, was constructed in 1909, the year that the Virginian Railway completed track laying for coal transport from Deepwater, West Virginia to Sewells Point at Hampton Roads. The opening of the Virginian's Sewells Point piers, along with the Norfolk and Western Railway pier at Lamberts Point and the Chesapeake and Ohio Railway terminus at Newport News, made Hampton Roads the world's largest shipping point for coal.

Consolidation of the Virginian Railway was engineered by industrial entrepreneur Henry Huttleston Rogers. On the eve of the civil war, Rogers invested in a small oil refinery in northwestern Pennsylvania that sold out to Standard Oil in 1874. Rogers subsequently became chairman of Standard Oil's manufacturing committee and was a Standard Oil vice president by 1890. When it became apparent that John D. Rockefeller did not favor Rogers as his successor at Standard Oil, Rogers expanded his interests in mining and transportation to gain personal fortune in the first decade of the 20th Century, then valued at more than \$100 million. Sometime around 1900 Rogers obtained a controlling interest in the Deepwater Railway Company in West Virginia, a short line built in 1895 from Deepwater to a large timber operation, with prospects for expansion into neighboring coal fields. Rogers named the Deepwater Railway charter in 1902 to provide for its extension to the border with Virginia at Glen Lyn on the New River. When neither of the

established competing lines, the Chesapeake and Ohio and the Norfolk and Western, offered to buy out the Deepwater, Rogers chartered the Tidewater Railway in Virginia in 1904 to connect with Deepwater and deprive the rival railways of valuable freight from the rich West Virginia coal fields. Rogers obtained a charter for the Virginian Railway on 1907 to combine the Deepwater and Tidewater lines and spent \$40 million of his own funds that year to finance completion of the railway. Trains were running on Virginian tracks from Roanoke to Deepwater by February 1909 and from Norfolk to Roanoke by June 1909. Rogers died in New York City in May 1909, a month before train traffic on the Virginian ran the entire 440 mile length of the line.



The Virginian Railway as it looked in 1930.

Roanoke stood at the division point between the New River Division and the Norfolk Division of the Virginian Railway and was the largest city on the Virginian line between Deepwater and Norfolk. Roanoke was an important location to make an impression on the public. The N & W’s headquarters was located there, and the Virginian wanted to make a public statement. Therefore, a large passenger depot was planned and built in Roanoke in 1909-10. A 1909 Roanoke Times article reported, “The foundation for the Virginian Passenger Station was started September 25, for a building 162 feet long and 32 feet wide. The waiting rooms would be at one end, the baggage and express quarters at the other.” A photograph of the brick hipped-roofed passenger station and baggage room I featured in a ca. 1912 promotional publication for the Virginian Railway that noted Roanoke’s strategic location, “situated at the gateway of Southwest Virginia, in close proximity to and in direct communication with the Virginia and West Virginia coal fields.”



The Station in 1910, just after completion.

This building, the most substantive public use structure ever built by the Virginian was unique in its design for the road. A terra cotta tile and brick structure stood well apart from the standard board and batten with tin or shingled roof buildings constructed elsewhere on the line. This station was unique to the railroad and existed nowhere but Roanoke. As passenger service declined with the advent of better roads and personal automobiles, the Virginian's passenger trains also declined. Roanoke was still an important point, with crew changes occurring at the station. With the introduction of electrification in 1925, Roanoke was the eastern end of the electrical system, and motive power changed from electric to steam in front of the station. World War II brought a huge increase in passenger business for the railroads, but after the War had ended, rider ship dropped considerably. The Virginian first cut back trains in West Virginia, then the state line, finally to end at Roanoke before complete discontinuance on January 29, 1956. The depot was used for a time as railroad office space, but the merger with the N&W on December 1, 1959 ended most usage of duplicate facilities. The station was leased out to a feed and seed store, sometime after the merger, and it remained in service, albeit in poor condition until 45 years to the day of the last passenger train, a destructive fire did a considerable amount of damage to the roof and substructure, precipitating an effort to save the one of a kind structure

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amount of damage to the roof and substructure, precipitating an effort to save the one of a kind structure.

C. Selection Criteria

Relationship to Transportation

The restoration of this historic train station is directly related to the rail transportation industry and will continue to provide the general public with a place in which to not only learn the history of the railroad industry but actually see it in operation. Norfolk Southern has active tracks on the south side of the building on the former Virginian Railway ROW.

Demonstrated Need



There is an urgent need to revitalize the building because of its damage from fire and subsequent exposure to the elements. The roof needs to be replaced and new windows placed in the building to protect the structural integrity of the building. The station has been sitting for two years with a major hole in its roof allowing water to pour into the building and potentially damage the interior areas. The historical significance of the station makes it mandatory that rehabilitation work be completed as soon

as possible.

Once completed, this project will provide the general public with a museum to learn about the Virginian and N & W Railways and their importance to the birth and growth of the City of Roanoke, Virginia. It will provide displays relating to the Virginian Railway and railroading in the region. The station will also provide a gateway to the Riverside Center for Research and Technology and provide community meeting space.



Project Usefulness and / or Benefit

The rehabilitation of the Virginian Railway Passenger Station will provide many benefits to the site and neighborhood as well as to the Roanoke Chapter of the National Railway Historical Society, the Roanoke Valley Greenways Program, the History Museum, and the City of Roanoke, and the citizens of the Roanoke Valley.

It will provide a small museum with displays relating to the Virginian Railway and railroading in the region. The museum will also house public restrooms for use by the general public and specifically those users of the Mill Mountain Greenway that passes in front of the building. Currently under construction, the Mill Mountain Greenway is destined to become a popular trail for walking and hiking from the top of Mill Mountain to Downtown Roanoke.

Once the Station has been rehabilitated, it will consist of the following:

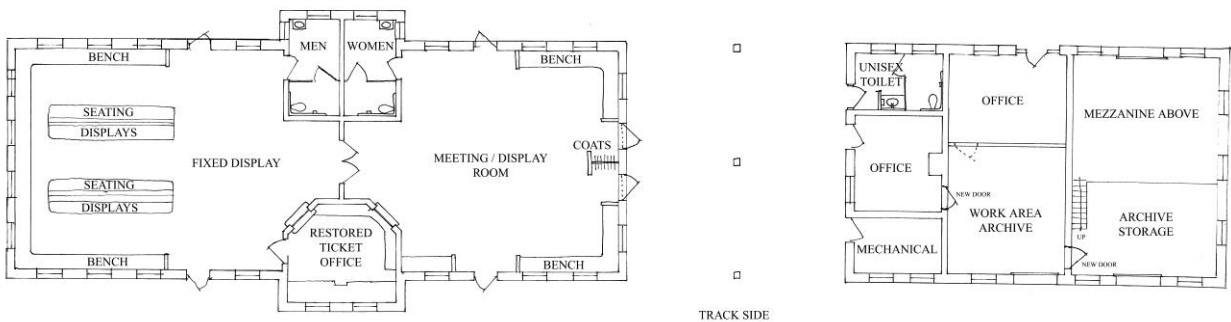
West Building (former passenger station):

- Space suitable for leasing for use as offices, a restaurant or other commercial use.
- The original ticket office rehabilitated and restored to its original condition.
- Separate updated restroom facilities in their original locations for both males and females within the commercial area.

East Building (former baggage and express building):

- Museum display area
- Public, unisex restroom facilities for use by greenway patrons and the general public.
- NRHS office, meeting, and storage space
- A mechanical room for ventilation equipment.

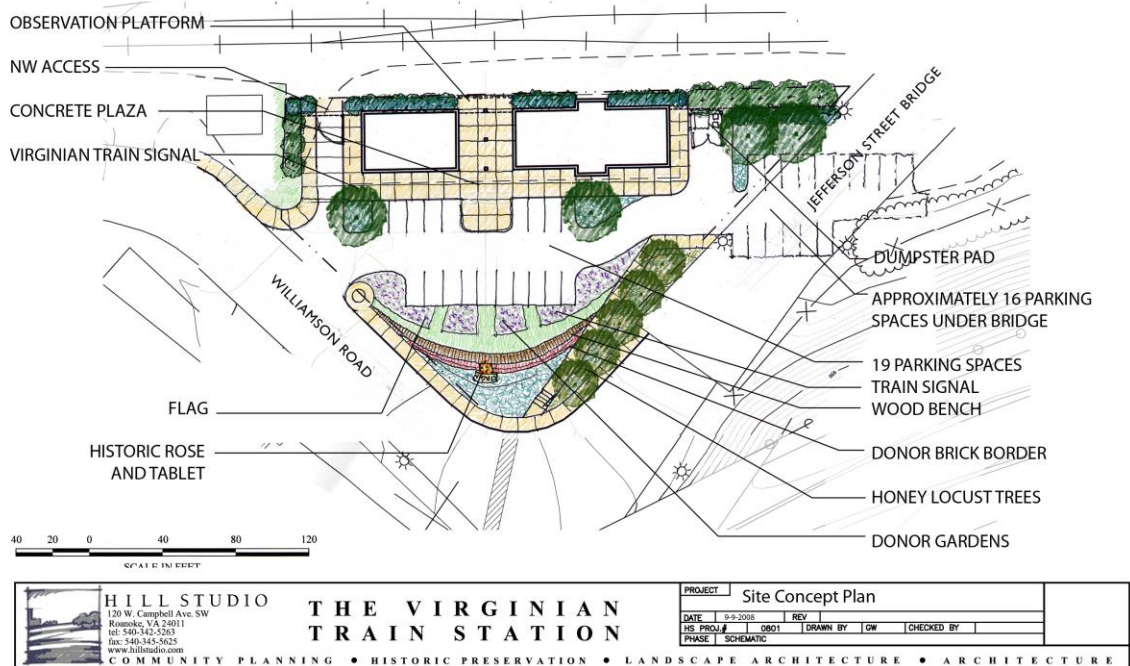
The ventilation equipment will be located in the mechanical room and its associated infrastructure will be located in the rafters above. Venting flues for restrooms will be in their original locations.



The diagram above shows the proposed architectural plans for the Station.

Community support for the station is strong. Immediately following the fire at the station on January 29, 2001, representatives from the N & W Historical Society, Roanoke Redevelopment and Housing Authority, National Railway Historical Society, Roanoke Valley Preservation Foundation, Old Southwest Inc., Roanoke City Department of Economic Development, Roanoke Valley History Museum, Virginia Museum of Transportation, and the Roanoke Regional Preservation Office (DHR) met on March 15, 2001 to discuss plans to rehab and fix the damaged structure.

The site concept plan for the station is shown below.



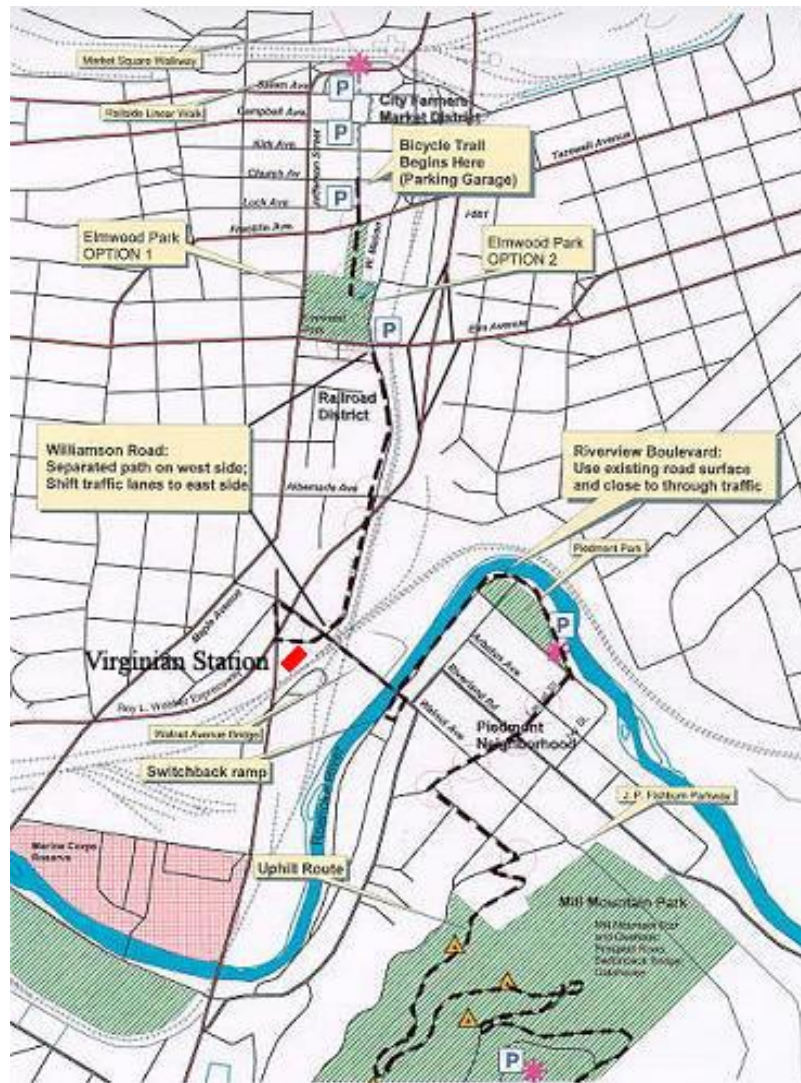
The revised plan includes:

- A new parking lot design to accommodate more vehicles
- New concrete sidewalks around the East, North, and West sides of the building.
- New surfaced area under the roof between the two buildings utilizing brick pavers.
- A sign and railroad signal light at the corner of Williamson Road and Jefferson Street
- Landscape for front lawn area with new tree plantings on the Jefferson Street edge and the Williamson Road edge of the property at the entrance to the station.
- Painted crosswalk from sidewalk to building for use by Greenway Patrons and bicyclist.
- A bicycle rack

Support Facilities

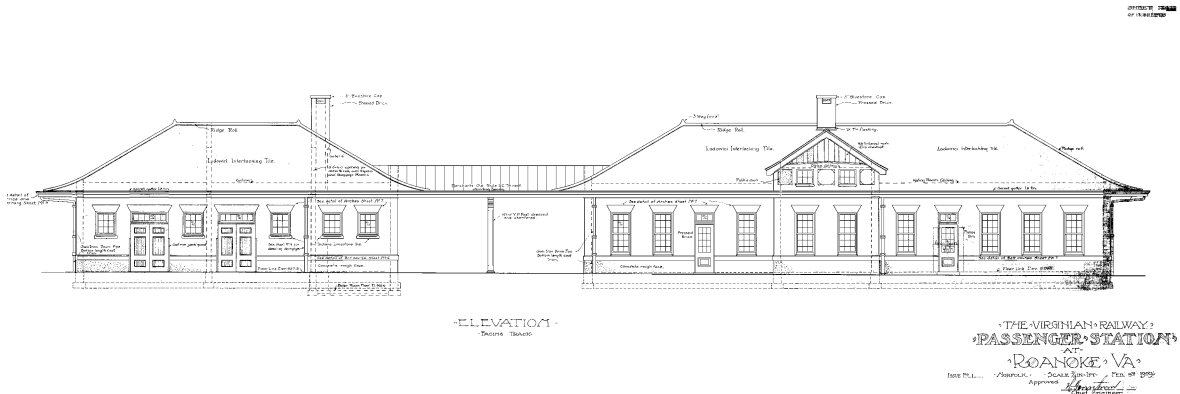
As part of the Virginian Railway Passenger Station restoration and rehabilitation public restrooms, bike racks for parking of bicycles, an exhibit room with mobile displays to also be used as a meeting room, and an information kiosk providing information about items of interest in Roanoke and specifically Downtown Roanoke and also the Roanoke Valley Greenways network.

In 1995 the Mill Mountain Greenway was selected to be a pilot project for the Roanoke Valley. This greenway connects downtown Roanoke to Mill Mountain and eventually will connect to the Blue Ridge Parkway and Explore Park. The roughly 7-mile route will use existing roads as well as new designated paths for walkers and cyclists.



Educational / Historical

The Virginian Passenger Station is a valuable piece of Roanoke’s history and contributes an architectural masterpiece to the rail heritage of the Roanoke Valley. There is significant community-wide support for the restoration and utilization of this old station building.



Street Side Elevation

The railroad industry was largely responsible for the foundation and growth of the City of Roanoke beginning in the 1880s and continuing through the 1940s. The period of significance for the Virginian Passenger Station began at the date of its construction in 1909, extending to the period when its use for railroad passenger service was discontinued in the mid-1950s. The Virginian Railway Passenger Station is on the National Register of Historic Places because of its significance in the area of Transportation due to its contribution to the railroad industry and its facilitation of passenger transport to and from Roanoke, and in the area of Architecture for its unique visual characteristics and methods of construction that were only used for a brief period of time and only by the railroad industry.



D. Project Resources

Restoration of the station will provide online access to the archives of the Roanoke Chapter, NRHS, the Virginia Museum of Transportation, O. Winston Link Museum, N & W Historical Society, Norfolk Southern Corporation and the Virginia Tech N & W archives available to the public.

Project Resources

Detail of Total Project Match	
Norfolk Southern Corp Donation of Building & Land	124,000
SAFETEA-LU 312 Federal Appropriation	197,486
City of Roanoke Brownfield Grant	150,000
Roanoke Chapter, NRHS Contributions:	
Project management (contributed by NRHS)	90,000
Volunteer labor - select demolition (RVPF and NRHS)	3,600
Volunteer labor – landscaping (RVPF and NRHS)	2,400
Exhibit Design – NRHS	8,000
Exhibit Installation – NRHS	4,000
Roanoke Chapter, NRHS Cash (tax credit proceeds)	800,000
NRHS Donated Railroad Exhibit	100,000
Environmental Documentation (NRHS match)	10,000
Total Roanoke Chapter NRHS Contribution	1,008,000
Total Project Match	\$ 1,489,486

Appendix B
Resolution of Roanoke City Council



IN THE COUNCIL OF THE CITY OF ROANOKE, VIRGINIA

The 20th day of October, 2014.

No. 40078-102014.

A RESOLUTION supporting and authorizing the City's application for an additional funding from the Commonwealth of Virginia Department of Transportation Transportation Alternatives Program funding for the Roanoke Chapter National Railway Historical Society for the restoration and renovation of the Virginian Railway Passenger Station; authorizing the City Manager to execute the required applications and take any other actions to respond to any inquiries or provide supplemental information; and authorizing the City Manager to execute such other documents and to take such further actions as may be necessary to apply for such additional funds.

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that the City of Roanoke, Virginia (City) adopt a resolution requesting the Commonwealth of Virginia Department of Transportation (VDOT) to establish a Transportation Alternatives project within the City, and by Resolution No. 36411-061603, the City endorsed the Commonwealth Transportation Board establishment of a project for the restoration of the Virginian Railway Passenger Station (Project);

WHEREAS, the Roanoke Chapter National Railway Historical Society (RCNRHS) has been awarded a total of \$895,000 in Transportation Enhancement Grant funds (now known as the Transportation Alternatives Program funding) for the renovation of the Project which Project is in two (2) phases, with Phase 1 of the Project completed, and by Resolution No. 39588-020413, the City ratified its continued support for the Project;

WHEREAS, by Resolution No. 36411-061603, the City agreed to serve as the new Project sponsor for the Project, together with other terms and provisions as set forth in Resolution No. 36411-061603; and

WHEREAS, RCNRHS is seeking additional Transportation Alternatives Program funds in the amount of \$246,000 to complete Phase 2 of the Project, which additional funds require a 20% match and such match to be provided through donations to RCNRHS and the Virginian Station fund.

THEREFORE, BE IT RESOLVED by the Council of the City of Roanoke as follows:

1. The City hereby expresses the City's continued support for the Project and supports the City's application to VDOT for additional funding in the amount of \$246,000 from the Transportation Alternatives Program funds to support the Project as further and more fully described in the City Council Agenda Report dated October 20, 2014, which additional funding requires a local match of 20% and which local match shall be provided through donations to RCNPHS and the Virginian Station fund.
2. The City Manager and the City Clerk are hereby authorized to execute and attest, respectively, for and on behalf of the City, any and all requisite documents pertaining to the City's application to VDOT for the additional funding from the Transportation Alternative Program funds, approved as to form by the City Attorney, and to take any other actions to respond to any inquiries or provide supplemental information.
3. The City Clerk is directed to forward a copy of this Resolution to the appropriate officials at the RCNRHS and to any other entity as may be requested by the RCNRHS.

ATTEST:


City Clerk

Appendix C

Resolution of Roanoke Valley Appalachian Regional Planning Organization



The 23rd day of October, 2014

RESOLUTION

SUBJ: Endorsement of Transportation Alternatives (TA) Grant Applications

WHEREAS, the Transportation Alternatives (TA) Program was created by the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) by combining what had previously been known as the Transportation Enhancements (TE), Safe Routes to School and other programs into one category.

WHEREAS, MAP-21 allows state departments of transportation to set aside a portion of their Surface Transportation Program allocation each year to be used for TA activities; and

WHEREAS, Virginia has chosen to set aside funds for TA activities; and

WHEREAS, the following two Transportation Alternatives grant applications submitted are new projects and did not have previous resolutions and/or have expanded their scope:

Applicant: City of Roanoke
Project: Virginian Railway Passenger Station
TA Funds Requested: \$246,000

Applicant: County of Botetourt
Project: Daleville Greenway Project – Daleville Trails Phase 1
TA Funds Requested: \$448,750

WHEREAS, project applications that fall within the Roanoke Valley Transportation Planning Organization (*Official Name: Roanoke Valley Area Metropolitan Planning Organization*) Study Area Boundary must be formally endorsed by the Policy Board of the Roanoke Valley Transportation Planning Organization prior to submittal to the Virginia Department of Transportation by November 1, 2014;

NOW, THEREFORE BE IT RESOLVED that the Roanoke Valley Transportation Planning Organization Policy Board endorses the two Transportation Alternatives grant applications, listed herein, and if federal money is awarded to these projects, will be included in the appropriate fiscal year Transportation Improvement Program.

Jane W. Johnson
Vice Chair

TPO POLICY BOARD: Counties of Bedford, Botetourt, Montgomery and Roanoke; Cities of Roanoke and Salem; Greater Roanoke Transit Company (*Valley Metro*); Roanoke Blacksburg Regional Airport; Town of Vinton; Virginia Department of Rail & Public Transportation; Virginia Department of Transportation

Appendix D

Letters of Support

BOB GOODLATTE
6TH DISTRICT, VIRGINIA
2240 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4606
(202) 225-5431
FAX (202) 225-9681
www.house.gov/goodlatte

DEPUTY REPUBLICAN WHIP
CHAIRMAN, HOUSE REPUBLICAN
HIGH TECHNOLOGY WORKING GROUP
CO-CHAIR,
CONGRESSIONAL INTERNET CAUCUS
CO-CHAIR,
CONGRESSIONAL INTERNATIONAL
ANTI-PIRACY CAUCUS



Congress of the United States House of Representatives

November 10, 2009

COMMITTEE ON THE JUDICIARY
VICE RANKING MEMBER

SUBCOMMITTEE ON
COURTS AND COMPETITION POLICY

SUBCOMMITTEE ON
CRIME, TERRORISM, AND HOMELAND
SECURITY

COMMITTEE ON AGRICULTURE

RANKING MEMBER, SUBCOMMITTEE ON
CONSERVATION, CREDIT, ENERGY,
AND RESEARCH

SUBCOMMITTEE ON
LIVESTOCK, DAIRY, AND POULTRY

Mr. Skip Salmon
Secretary, Roanoke Chapter
National Railway Historical Society, Inc.
P.O. Box 13222
Roanoke, Virginia 24032

Dear Mr. Salmon:

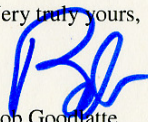
I am delighted to write to you in support of the TEA-21 grant application to permit the Roanoke Chapter of the National Railway Historical Society to proceed with restoration of the Virginian Railway Station and Depot in Roanoke. I was happy to provide support to your efforts to help plan for the restoration project.

As a National Historic Landmark, the Virginian Railway Station stands as one of the few remnants of the railroad that marked the 100th anniversary of its completion this year – with the station itself also completed in 1909. I was deeply saddened when fire caused severe damage to the structure on January 29, 2001. However, I was heartened by railroad enthusiasts and the Roanoke Valley Preservation Foundation coming to the rescue by preventing the building from being demolished and planning to restore it for the future.

The Virginian Railway Station's special design – the only brick station along the railroad's entire two-state length – makes it a recognizable attraction in South Roanoke. I applaud your plans to return the building to its former prominence by turning it into location for railroad archives and by leasing other portions in order to help pay for the preservation of the structure in years ahead. It will also serve as a stop along the region's growing greenway system.

I wholeheartedly endorse the Virginian Railway Station project and look forward to seeing the building brought back to life. It will stand as yet another important reminder of the role that railroads have played in Roanoke's history.

Very truly yours,


Bob Goodlatte
Member of Congress

RWG:pl
 2 SOUTH MAIN STREET
SUITE A, FIRST FLOOR
HARRISONBURG, VA 22801-3707
(540) 432-2391
FAX (540) 432-6593

916 MAIN STREET
SUITE 300
LYNCHBURG, VA 24504-1608
(434) 845-8306
FAX (434) 845-8245

10 FRANKLIN ROAD, S.E.
SUITE 540
ROANOKE, VA 24011-2121
(540) 857-2672
FAX (540) 857-2675

7 COURT SQUARE
STAUNTON, VA 24401-3307
(540) 885-3861
FAX (540) 885-3930

PRINTED ON RECYCLED PAPER

SENATE OF VIRGINIA

JOHN S. EDWARDS
21st SENATORIAL DISTRICT
ALL OF CRAIG AND GILES COUNTIES,
ALL OF THE CITY OF ROANOKE, AND
PART OF MONTGOMERY, PULASKI, AND
ROANOKE COUNTIES
POST OFFICE BOX 1179
ROANOKE, VIRGINIA 24006-1179
ROANOKE: (540) 985-8690
FACSIMILE: (540) 345-9950
RICHMOND: (804) 698-7521



COMMITTEE ASSIGNMENTS:
COMMERCE AND LABOR
COURTS OF JUSTICE
EDUCATION AND HEALTH
PRIVILEGES AND ELECTIONS
RULES

November 9, 2009

Michael A. Estes
Local Assistance Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Dear Michael:

I am writing in support of the Virginia Station Restoration Committee's application for a TEA-21 transportation enhancement grant for the fiscal year 2009-2010. This grant will be used to complete the restoration of the Virginian Railway Station in Roanoke City.

The Virginia Station Restoration Committee is cooperative effort composed of members of the Roanoke Chapter of the National Railway Historical Society and the Roanoke Valley Preservation Foundation formed to restore the Virginian Railway passenger station which was severely damaged by fire in 2001.

After restoration, the Virginia Railway Station will be used for commercial lease space and museum exhibit space and also serve as a comfort station for the Roanoke Greenway system. I strongly recommend the TEA-21 grant be awarded the Virginia Station Restoration Committee. If I can provide any further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "John S. Edwards". The signature is fluid and cursive, with the first name "John" being the most prominent part.

John S. Edwards

JSE:arb

Cc: Skip Salmon, Roanoke Chapter, National Railway Historical Society, Inc.



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

ONZLEE WARE
HISTORIC GAINSBORO
325 NORTH JEFFERSON STREET
ROANOKE, VIRGINIA 24016
ELEVENTH DISTRICT

COMMITTEE ASSIGNMENTS:
EDUCATION
APPROPRIATIONS
COUNTIES, CITIES AND TOWNS

November 16, 2009

Pierce R. Homer, Secretary of Transportation
And Chairperson of the Commonwealth
Transportation Board
1401 E. Broad Street
Richmond, Virginia 23219

Re: Virginian Railway Station Renovation Project TEA-21 Funding

Dear Mr. Homer:

I am writing this letter to you to show my support of the Roanoke Chapter, National Railway Historical Society, Inc. efforts to secure funding from the Transportation Equity Act for the 21st Century (TEA-21) for Phase 1 of their Restoration Project of the former Virginian Railway Station and Depot in Roanoke, Virginia.

I, along with many others, am familiar with the Virginian Railway Station and Depot at the corner of Jefferson Street and Williamson Road. The Virginian Railway Station and Depot was one of few depot stations remaining in Virginia until it was nearly destroyed in 1991 by fire. By receiving the funding, the Roanoke Chapter NRHS will be able to rebuild the Station and Depot to display Roanoke's railway history through a museum, to promote economic development, and support the rich diversity of Virginia's cultural history. The location stands as a gateway from the Riverside Center for Research and Technology to downtown Roanoke and will attract the attention of tourists.

Again, I support the Virginian Railway Station Renovation Project in Roanoke and urge the Commonwealth Transportation Board to approve this application.

Thank you for your consideration.

Very truly yours,

Onzlee Ware

OW/sls
Cc: File



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

H. MORGAN GRIFFITH
MAJORITY LEADER

POST OFFICE BOX 1250
SALEM, VIRGINIA 24153

EIGHTH DISTRICT

COMMITTEE ASSIGNMENTS:
RULES (VICE CHAIRMAN)
COURTS OF JUSTICE
MILITIA, POLICE AND PUBLIC SAFETY

November 16, 2009

Roanoke Chapter, National Railway Historical Society, Inc.
Mr. Skip Salmon, Secretary
P.O. Box 13222
Roanoke, Virginia 24032-3222

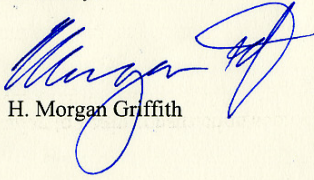
Dear Mr. Salmon:

I am writing to you in support of your TEA21 grant application for the Virginian Railway Renovation Project in Roanoke.

I understand that you are planning to begin construction soon on Phase I of your Restoration Project of the former Virginian Railway Station and Depot in Roanoke. Rail in the Roanoke Valley has been and still is a major part of our community and its history. That is why it is so important that we work diligently to keep as much of our local history in place as possible, and I commend your organization for taking on this restoration project. This project will keep a piece of our history in place for years to come. I support your project and your grant application without hesitation.

Best wishes on your grant application. Please keep me updated of your success!

Sincerely,


H. Morgan Griffith

DISTRICT: (540) 389-4498 • RICHMOND: (804) 698-1008



**CITY OF ROANOKE
OFFICE OF THE MAYOR**

215 CHURCH AVENUE, S.W., SUITE 452
ROANOKE, VIRGINIA 24011-1594
TELEPHONE: (540) 853-2444
FAX: (540) 853-1145

DAVID A. BOWERS
Mayor

November 9, 2009

Skip Salmon, Secretary
Roanoke Chapter
Nat'l Railway Historical Society, Inc.
P.O. Box 13222
Roanoke, VA 24032-3222

RE: Letter of Recommendation for TEA21 Grant Application for
Virginian Railway Station Renovation Project in Roanoke

Dear Skip:

Yes, I am very much in favor of the application for a TEA21 Grant being filed by the NRHS here in Roanoke to continue repairs and renovations at the historic Virginian Railway Station and Depot here in our city.

It was terrific news to hear that the TEA21 Grant for the 1st phase of the restoration project was approved. However, we all know that the fire damage to the building was extensive and additional funding will be required to secure the building and make it usable and functional once again.

Please be assured of my support for this worthy project.

Sincerely,

David A. Bowers

DAB/bme



The
NORFOLK AND WESTERN
Historical Society, Inc.



November 17, 2009

Roanoke Chapter NRHS
P.O. Box 13222
Roanoke, VA 24032-3222

To Whom It May Concern:

This letter is to express support by the Norfolk & Western Historical Society for Phase 2 of the restoration of the Virginian Railway passenger station at Roanoke, Virginia.

Norfolk and Western Historical Society, Inc. is dedicated to preserving the history of the Norfolk and Western and Virginian railroads. It is a non-profit organization as defined by the 501(C)(3) provisions of the Internal Revenue Service codes. It is not a subsidiary nor sponsored by the Norfolk and Western Railway or Norfolk Southern Corporation.

Sincerely,

Ron Davis
President

P. O. Box 13908 • Roanoke, Virginia 24038-3908 • Tel.: (540) 342-0575 • Fax: (540) 342-7439
On the web: www.nwhs.org



Virginia Museum of Transportation, Inc.
The Official Transportation Museum for the Commonwealth of Virginia

November 17, 2009

Mr. Skip Salmon
Secretary
Roanoke Chapter, National Railway Historical Society, Inc.
PO Box 13222
Roanoke, Virginia 24032-3222

Dear Skip,

On behalf of the Virginia Museum of Transportation, the Commonwealth's Official Transportation Museum, I am pleased to endorse your application for TEA21 funds for the Virginian Station. This building is a very important part of the Valley's history and the museum supports all that you are doing to restore the facility. It will be one of the important places to see and visit as part of Virginia's Rail Heritage Region!

Let us know whenever we can help you and the Chapter!

Sincerely,

Beverly T. Fitzpatrick, Jr.
Executive Director



SKIP SALMON
3721 BUCKINGHAM DRIVE
ROANOKE, VA 24018-2448
540-774-4298
GKHOLINE@COX.NET

November 5, 2005

Jeff Sanders, President
Roanoke Chapter, National Railway Historical Society
P. O. Box 13222
Roanoke, VA 24032

Dear Mr. Sanders,

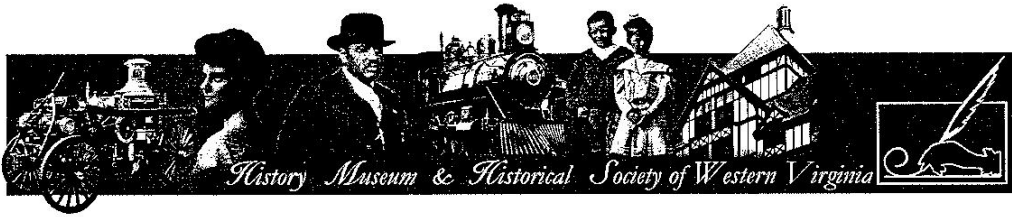
This letter is to affirm our organization's support of your upcoming request for TEA-21 funds for the restoration of the former Virginian Railway Station and Depot at Williamson Road and Jefferson Street in Roanoke, VA.

We represent the former Virginian Railway employees as well as thousands of friends of the Virginian Railway who have relatives who worked there, and many who just enjoy the unique coal hauling rail carrier that was Roanoke's "other railroad" from 1909 until 1959.

We look forward to continuing our support of this project and hope that many of the living Virginian Railway employees will be able to see its completion.

Sincerely,

Charles E. "Skip" Salmon
President



June 2, 2003

Officers

John P. Bradshaw, Jr.
President
James F. Douthat
Vice President
Ann F. Stephenson
Treasurer
Whitney H. Feldmann
Secretary

Ken Miller
President Roanoke Chapter NRHS
P.O. Box 13222
Roanoke, VA 24032

Dear Mr. Miller

Board of Directors

Sara S. Airheart
Paul G. Beers
Bruce Brenner
Paul C. Buford, Jr.
David H. Burrows
Betty C. Craig
Betty K. Dye
Alice T. Hagan
William C. Hagan
David G. Helmer
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Whitney A. M. Leeson
David L. Lemon
W. Tucker Lemon
James M. Lesniak
Edwin E. Lunsford
C. Whitney Markley
Thomas O. Maxfield
Alice B. Roberts
Ronald E. Sink
Michael K. Smeltzer
Ralph K. Smith
Mary M. Utt
Edgar V. Wheeler
Cranston Williams, Jr.

This letter is affirm our organization's support of your upcoming request for TEA-21 funds for the restoration of the former Virginian Station in the south-side of Roanoke, VA

This station was fire damaged and the restoration project your organization is proposing will first eliminate an eye-sore in the community and secondarily – provide a place to house safely artifacts from the former Virginian Railway which served the Roanoke Valley, up until 1959.

This project is also important to the Roanoke Valley as an additional link in a series of cultural organization and facilities that, as marketed as a unit – will make Roanoke Virginia truly to be "American's Railroad Heritage Center"

Sincerely,

David G. Helmer
Chairman, O. Winston Link Museum Committee

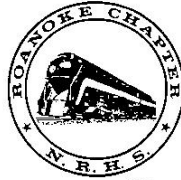
Permanent Directors

George A. Kegley
Clare S. White

Executive Director

D. Kent Chrisman

P.O. Box 1904 • Center in the Square • Roanoke, VA 24008 • 540-342-5770 • Fax: 540-224-1256



ROANOKE CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 13222 · Roanoke, Virginia 24032-3222

June 1, 2003

To whom it may concern:

This letter is intended to assure that the Roanoke Chapter, National Railway Historical Society proposed use of the former Virginian Railway Passenger Station in Roanoke, Va. as a Museum is the full intention of this organization.

Further that, upon completion of the full project, including restoration of the structure, landscaping and mechanical work, the Chapter will fund a full-time Museum Director position for this Museum.

Yours very truly,

Kenneth L. Miller
President

Copy: Secretary File

Roanoke Chapter, NRHS is a non-profit, educational organization incorporated in the state of Virginia.



June 25, 2003

Mr. Ken Miller
President
Roanoke Chapter, National Railway Historical Society
Post Office Box 13222
Roanoke, Virginia 24032

RE: Virginian Railway Station

Dear Mr. Miller:

The Roanoke Valley Preservation Foundation would like to express our support for the TEA-21 grant application for funds to renovate the Virginian Railway Station in Roanoke, Virginia. As a unique structure on the Virginian Railway line and an important part of the railroad history of Roanoke and Virginia, the station is an important architectural and historic resource in the City of Roanoke worthy of preservation. The proposed new use for the station as a railroad museum and archives as well as an information/comfort station on the Mill Mountain Greenway will benefit the public as it promotes an understanding of Roanoke's rich railroad history and supports the greenway system. We feel that given the historic railroad use of the building and the proposed public benefits, the project to renovate the Virginian Railway Station is an excellent candidate for Transportation Enhancement Program funding.

We have worked closely with the NRHS, Roanoke Chapter since March 2001 to promote the preservation of this historic railway station. We have contributed funds to the development of the master plan for the station and we will continue to support efforts to renovate the station by providing volunteer labor as a match to the TEA-21 funding request. We look forward to continuing our partnership as we work together towards the renovation of the Virginian Railway Station.

Sincerely,
Alison S. Blanton

Alison S. Blanton
President

P.O. Box 1558 • Roanoke, Virginia 24007