

Network for Success
Local Programs Workshop



Funding Puzzle

- Breakout Session 2.B; Tuesday, 1:30-3:00 Tidewater Room A/B
- Breakout Session 5.B; Wednesday, 10:30-12:00 Tidewater Room A/B

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FUNDING PUZZLE

Finding the right pieces and putting it all together.



What to think about in the beginning:

- What funding is out there?
 - Federal/State
 - Match requirements
- What are the rules/requirements for the funds?
 - Who can apply?
 - What is eligible?
- When is it available?
 - Annually, Biennial, Open Application?
- What must be prepared/submitted to apply for the funds?



Funding Menu



Annual Specials
2019 ~ 2020

Main Courses (Federal Funding Programs)

Smart Scale

Projects related to improvements to safety, congestion reduction, accessibility to jobs and businesses, land use, economic development and the environment.
Includes High-Priority Projects and District Grant funding.

Biennial application cycle
Req 0% Match

Transportation Alternatives (TA)

Smaller-scale, non-traditional transportation projects; includes on-road and off-road facilities/accommodations for pedestrians, bicyclists and other non-motorized forms of transportation, now includes Safe Routes to School.

Biennial application cycle
\$1,000,000/year/District
Req 20% Match

Highway Safety Improvement Program (HSIP)

Bike/Pedestrian Safety Program, Systemic roadway safety improvements; could include pedestrian improvements at intersections, flashing yellow arrows, road diets, etc.

\$5,000,000/Locality Maximum
5 Project Limit
Req 0% Match

Regional Surface Transportation Program (RSTP)

Urbanized areas > 200k population; apply through the Transportation Planning Organization for surface transportation projects; must be federally obligated w/in 12 months of allocation & expended w/in 36 months of obligation.

Approx \$5 mil/yr
Req 0% Match

Federal Lands Access Program (FLAP)

Improvements to transportation facilities that provide access to, are adjacent to, or are located within Federal lands.

Req 20% Match

Appalachian Regional Commission (ARC)

Provides adequate access to qualifying establishments in the Appalachian Region to better link the region's businesses, communities and residents to the Appalachian Development Highway System (ADHS) and to other key parts of the region's transportation network.

\$3,000,000/year/Statewide
Req 0% Match

State of Good Repair (SGR) Primary Extension

For pavement overlay, rehabilitation, or reconstruction of Primary Route Extensions maintained by municipalities with a combined condition index (CCI) of < 60.

\$1 million/locality/yr
Req 0% match

State of Good Repair (SGR) Local Bridges

For structurally deficient bridges owned/maintained by the locality.

Req 0% Match



Annual Specials
2019 ~ 2020

Main Courses (State Funding Programs)

Revenue Sharing

Provides additional funding for use by a county, city, or town to construct or improve the highway systems; can include construction, reconstruction, improvement, or maintenance projects.

Biennial application cycle
\$100 million/year/Statewide
Limited to \$5M/yr & \$10M/project
Req 50% Match

Economic Development Access (EDA)

To provide adequate access, in consideration of the type and volume of traffic anticipated to be generated by the subject site, to qualifying development sites; may require the construction of a new roadway, improvement of an existing roadway, or both.

\$500k unmatched + \$150k matched/project/locality/yr

Rolling, open applications

Recreational Access Program

Construction/improvements to publicly developed recreational areas or historic sites operated by a state agency, a locality, or a local authority. Requires coordination with DCR or DHR. Funding levels dependent on owner/operations status.

State Road - \$400k
Local Road - \$250k unmatched + \$100k matched
State Bikeway - \$75k
Local Bikeway - \$60k unmatched + \$15k matched
Rolling, open applications

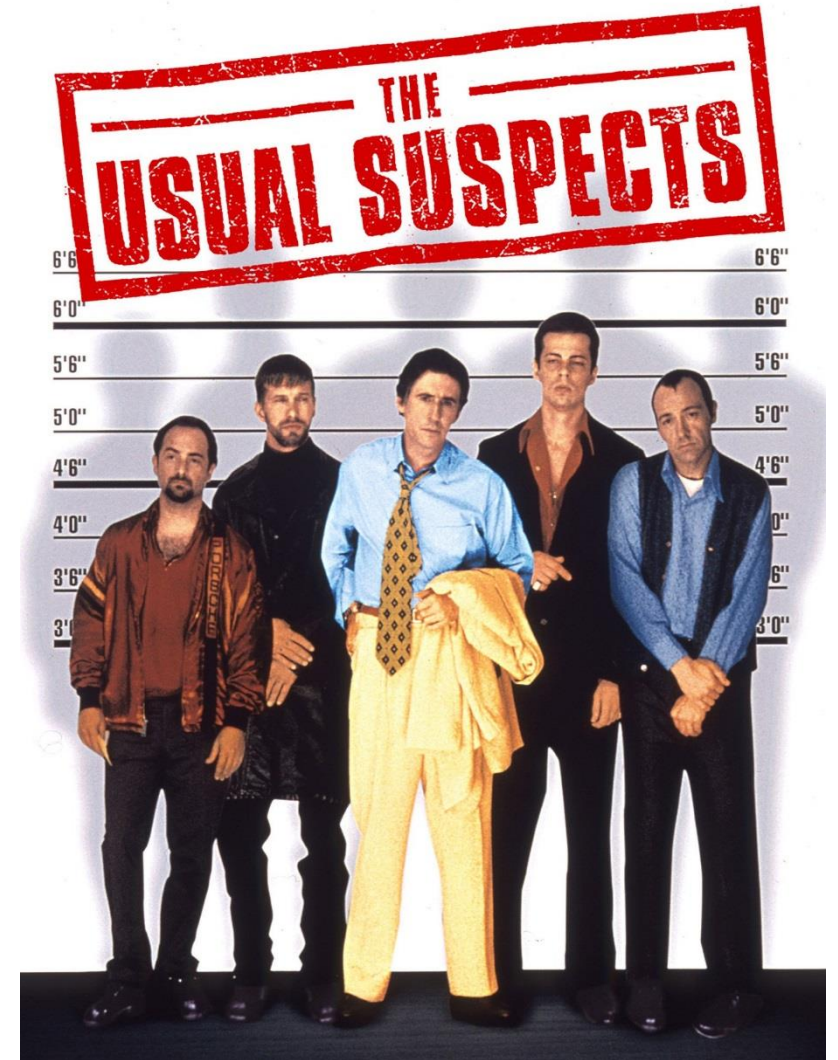
Airport Access Program

To improve access to an existing public-use airport or to establish adequate access to a new public-use airport licensed by the Va. Dept. of Aviation (DOAV).

\$500k unmatched + \$150k matched/project/airport/yr
Rolling, open applications

SMART SCALE

- Application based process in which projects scored & prioritized for funding based on objective process
- Typical projects include highway, transit, bike/ped, operational improvements & Trans. Demand Mgmt.
- Projects scored/selected based on factors
 - Safety
 - Congestion Mitigation
 - Accessibility
 - Environmental Quality
 - Economic Development
 - Land Use (for projects in MPO areas with population > 200k)
- Projects must be initiated within 1 yr of 1st yr of allocation
- Can leverage local \$\$ or other non-SMART SCALE \$\$ to improve score



64%

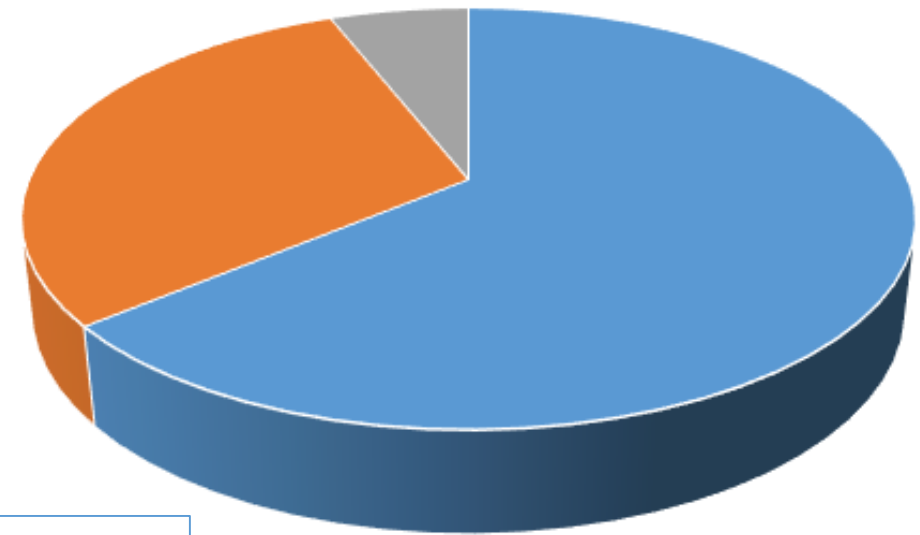
< \$5M

30%

\$5M - \$20M

6%

>\$20M



**SMART
SCALE**

3rd Round

Percentages based on number of projects

64%

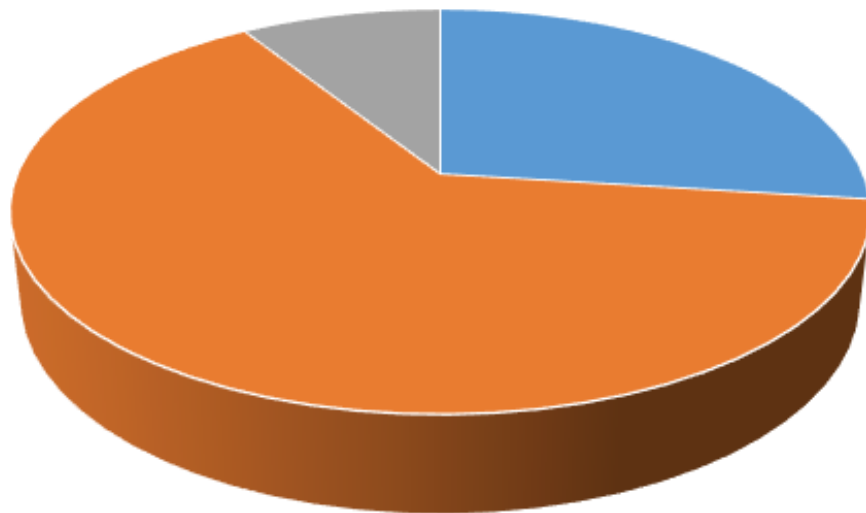
Highway

27%

Bicycle/Pedestrian Facilities

9%

Other/Transit



SMART SCALE

- Who can apply? Cities, Towns, Counties, Regional entities, Public transit agencies
- Projects must meet a *need identified in VTrans* (currently being amended)
- Projects must be located within one of the following areas:
 - Corridors of Statewide Significance
 - Regional Networks
 - Improvements to promote urban development areas
 - Or addresses an identified safety need
- Projects that do not meet the screening criteria will not be scored or prioritized under Smart Scale
- Next Round of Applications will start in Spring 2020



Transportation Alternatives (TA) {Surface Transportation Block Grant Set-Aside}

- Intended to improve non-motorized transportation, enhance the public's travel experience, revitalize communities & improve quality of life
- 10 eligibility categories
- Program requires 20% local match (can include professional services, land value, and donated materials)



Transportation Alternatives (TA) {Surface Transportation Block Grant Set-Aside}

FY 19/20 TA Allocation Summary

<i>Allocation Distribution</i>	
Metropolitan Planning Organizations (MPOs) /Transportation Mgmt Areas (TMAs)	\$12.2M
District CTB Members	\$18M (\$2M per District)
At-Large Members/Secretary of Trans	\$10M
Total	\$40.2M

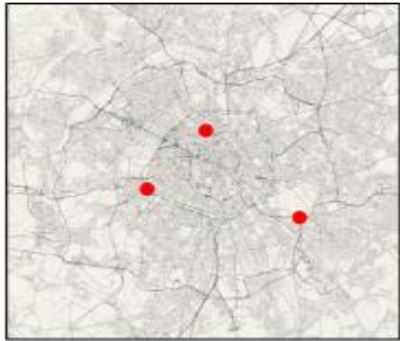
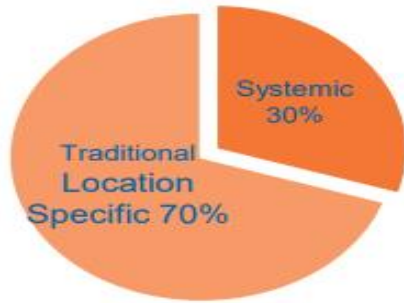


Transportation Alternatives (TA) {Surface Transportation Block Grant Set-Aside}

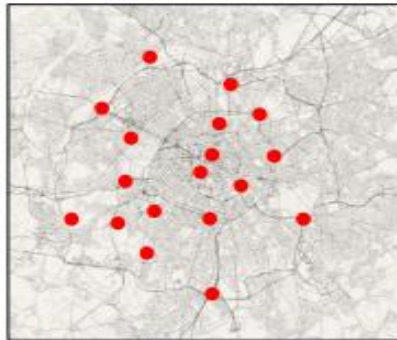
- Includes Safe Routes to School (SRTS) projects
- CTB Policy for CN within 4 yrs of allocation
- FHWA Regulation requiring advancement within 10 yrs
- Federal approval based on submitted scope
- Biennial Application Cycle – October 1st deadline every 2 yrs
 - Pre-applications deadline July 1st
 - Final applications due Oct 1st



Highway Safety Improvement Program (HSIP)



Traditional



Systemic



- Primary objective - improve locations where high concentration or risk of vehicle crashes that result in death or injury
- Pedestrian improvements, flashing yellow arrows, road diets, etc.
- Changes to program and applications
- Contact VDOT Program Mgr



Regional Surface Transportation Program (RSTP)

Congestion Mitigation & Air Quality Program (CMAQ)

- RSTP (urbanized areas > 200k)
 - Fund projects to improve & preserve highways, bridges, tunnels, bike/ped facilities, and transit capital projects
- CMAQ (areas designated nonattainment for air quality standards)
 - Funds projects & programs to help meet the requirements of Clean Air Act
 - Typically include new buses, sidewalks, clean fuel vehicles
- Agencies (e.g., NVTa, RVTPO) receive applications (late fall/early winter) & then make programming recommendations to the CTB
- Can be co-mingled with other fund types

Other Federal Aid Programs Managed by LAD

- Federal Lands Access Program (FLAP)
 - Improve access to Federal Lands
 - Administered in coordination with FHWA Eastern Federal Lands
 - Requires 20% match
 - Program Decision Committee makes selections
 - Funding and application periods vary (as determined by EFLD)
- Appalachian Regional Commission (ARC) Local Access Road Program
 - Links Appalachian Region with Appalachian Development Highway System – Primarily Economic Growth
 - Administered in coordination with Appalachian Regional Commission
 - 23 Counties / 7 Cities Eligible in Virginia
 - Rolling Application

Typical Projects funded through FLAP/ARC



- FLAP

- Roanoke River Greenway – Blue Ridge Pkwy to Explore Park (Bike/Ped Facility) – Roanoke County
- Westlake Multi-use Trail (Bike/Ped Facility) – Franklin County
- South River Bridge Replacement (Bike/Ped Facility) – Virginia Military Institute
- Diamondback Terrapin Crossing Prevention (Environmental Mitigation) – Chesapeake Bay Bridge Tunnel District
- High Knob Access Enhancements (Master plan, Trails, Roadway Improvements, Wayfinding/Signage) – City of Norton

- ARC

- Floyd Regional Commerce Road (Roadway CN) – Floyd County
- Clifton Forge Business Park Access Road (Roadway CN) – Town of Clifton Forge
- ShaeDawn Parkway (Roadway CN) – Pulaski County

State of Good Repair (SGR)

Primary Extension Paving

- Accept applications annually to support pavement overlay, rehabilitation, or reconstruction projects on Primary Routes maintained by LPAs
 - Maximum request of \$1M / locality / year
 - Roadway must have Combined Condition Index (CCI) rating of < 60
 - Projects must be advertised within 6 months of allocation
 - Maintenance of Effort Certification required
- Prioritize projects for funding based on technical score that considers pavement condition, traffic volume, & past expenditures
 - Pavement condition (CCI) – 45%
 - On the National Highway System (NHS) – 10%
 - Traffic volume – 30%
 - Prior expenditures – 15%
- SGR local program had been exempt from federal process; no longer



State of Good Repair (SGR)

Locally-owned Bridges

- Accept applications annually to support bridge rehabilitation, or reconstruction projects for structures owned/maintained by LPAs
 - Bridge must be structurally deficient
 - National Bridge Inventory Only
 - Bridge must not have been replaced or undergone deck and/or superstructure replacement during the 10 yrs prior to date of application
 - Proposed work must take bridge out of structurally deficient status
 - Localities must be current on bridge inspections
 - Starting in 2021, the prior fiscal year bridge maintenance expenditures, as reported to the Weldon Cooper Center, to be a minimum of 2%
 - Must initiate the PE or CN Phase within 24 months of award of funding or become subject to deallocation
- Prioritize projects based on technical score that considers bridge prioritization & cost effectiveness



Revenue Sharing

- 50/50 matching program
- Open to Counties, Cities, and Towns in the Urban System
- Program allocation up to \$100 million Annually
- Locality Limit \$5M per year – Lifetime Project Limit \$10M
- Projects prioritized based on Code
 1. CN project previously received Revenue Sharing funds
 2. CN project meets Statewide Transportation need (VTRANS) or receipt of funding will accelerate project in locality's capital improvement plan
 3. MN project addresses pavement or bridge deficiency



Revenue Sharing



- Construction
 - New Alignment
 - Widening
 - New Bike/Ped facility
- Reconstruction
 - Pavement Rehabilitation
 - Bridge Replacement
- Improvement
 - Intersections
 - Signalization
 - Safety
 - Paved unpaved Secondary rds
- Maintenance
 - Structurally Deficient Pavement/Bridge Repairs

Revenue Sharing

- Generally meant for projects of local importance and those projects that can be delivered relatively quickly
- Sometimes used as leverage or to supplement other funding programs (SMART SCALE, TA, etc.)
- When used independently, federal regulations are not applicable and locality can streamline project delivery
- De-allocation & Transfer rules have been strengthened
- Biennial Application Cycle – October 1st deadline every 2 yrs
 - Pre-applications deadline July 1st
 - Final applications due Oct 1st



Access Roads Programs

- Upgrade existing roads or construct new roads serving new or expanding economic development sites, recreational/historical sites, and public use airports
- Locality applies for and CTB approves project specific allocations
- Application deadline – open and rolling



Economic Development

(Traditional or Bonded)

\$650,000 (\$500k unmatched & \$150k matched) max alloc / project / locality / yr

Recreational

Local Road - \$350,000 (\$250k unmatched & \$100k matched) max alloc / project

Local Bikeway - \$75,000 (\$60k unmatched & \$15k matched) max alloc / project

Airport

\$650,000 (\$500k unmatched & \$150k matched) max alloc / project / airport / yr

[Home](#)[Dashboard](#)[Project Updates](#)[About](#)

Welcome to SMART Portal



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

[Applications](#)[About](#)

**Transportation
Alternatives**

VDOT Virginia Department
of Transportation

[Applications](#)[About](#)

Revenue Sharing

VDOT Virginia Department
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Highway Safety Programs

VDOT Virginia Department
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Bike Pedestrian Safety

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State of Good Repair
Locally Owned Bridges

[Forms](#)[About](#)

State of Good Repair
Primary Extensions

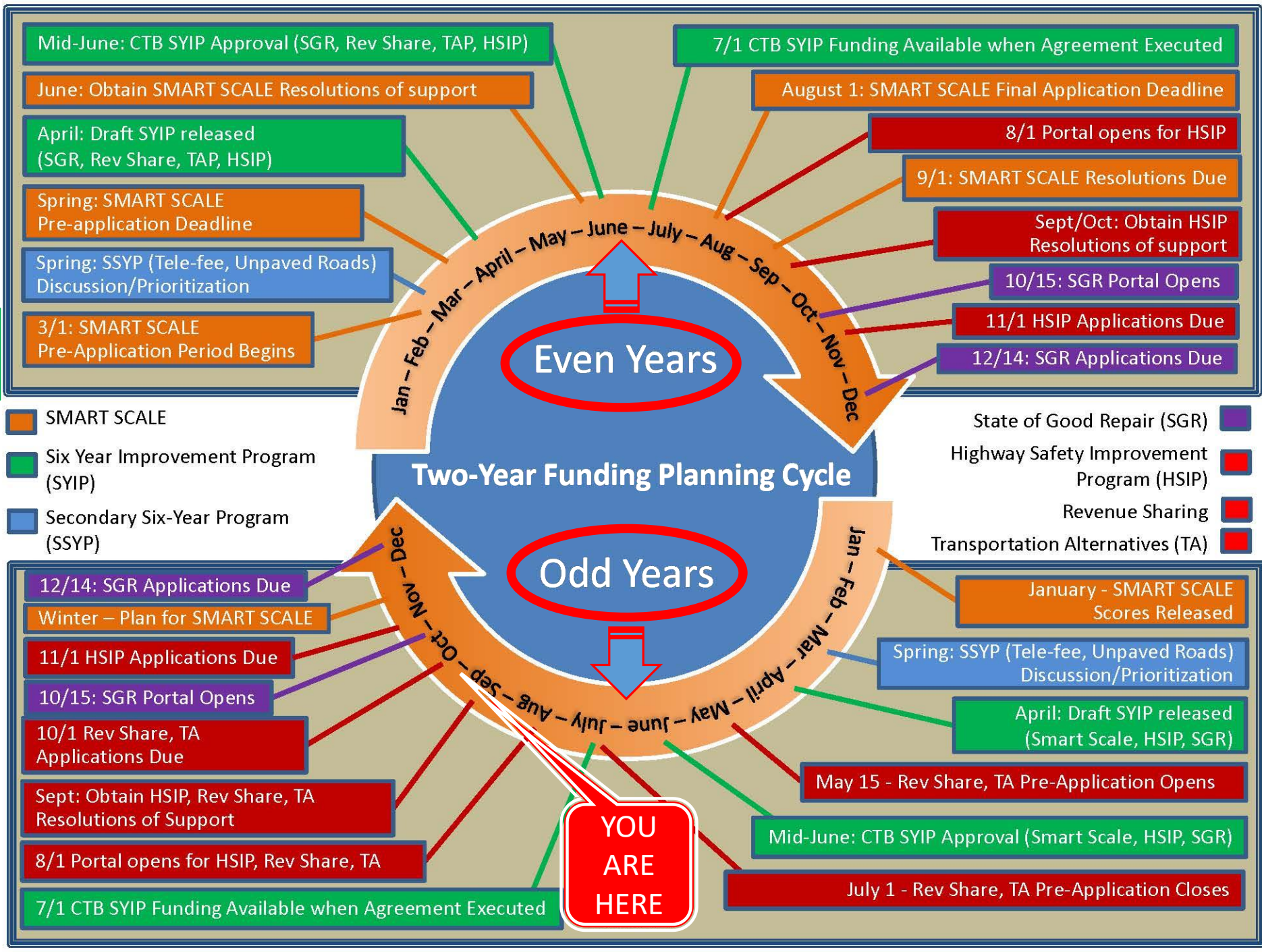
[Applications](#)[About](#)

Network for Success

Local Programs Workshop

VDOT Virginia Department
of Transportation

Color-coded by type



Federal Programs

Federal Project Requirements:

- Federal Obligation and Authorization prior to incurring costs
- Buy America (Steel)
- Uniform Act (RW Acquisition)
- Civil Rights requirements
- Americans with Disabilities Act (ADA)
- Davis-Bacon wage rates
- National Environmental Protection Act (NEPA)
- Competitive bidding and other procurement requirements



Strategy...?

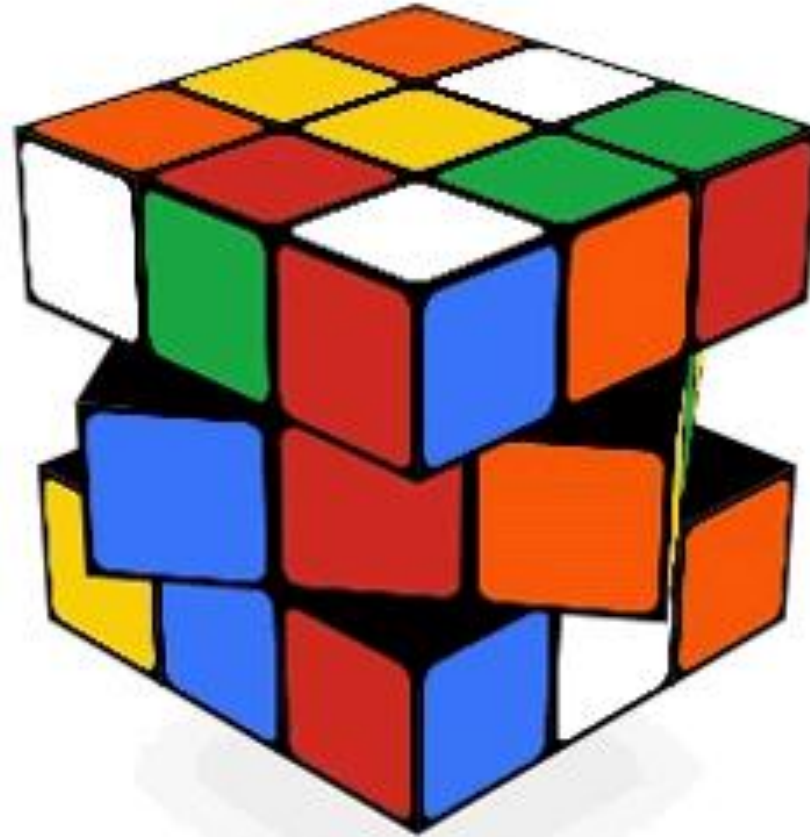
What type of project is it?

What is the estimate?

What is the schedule?

Unconstrained
Constrained

External Factors?



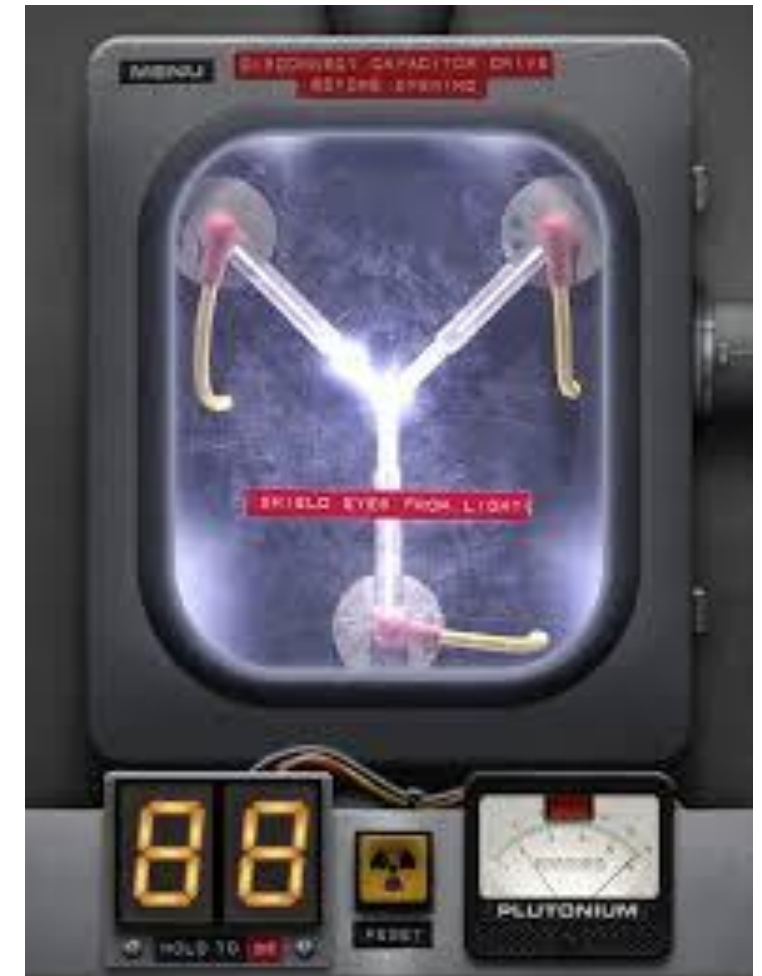
Project Type?

- Is it eligible/ineligible for a certain program?
- Can the project be adjusted for other programs? (TA project also eligible for HSIP?)
- Can it be phased?



Schedules and Estimates

- Initial schedules and estimates are extremely important to the success of your project.
- Among the items they will help determine:
 - What type of funding you will seek
 - When you apply for funding
 - How much funding you request
 - What the initial schedules and budget will be in Dashboard
 - When you can begin work and when the work must be completed



As of today, time travel is still a theory.

Schedule

- Constrained/Unconstrained?
 - Unconstrained - as quickly as you could develop/deliver.
 - Constrained – anything that restricts development/delivery.
 - Consultant procurement needed?
 - Environmental Requirements?
 - Public Involvement?
 - RW & Utilities?
 - **Funding type!!**
- Think about Before your application!!



Can the constraint be reduced or eliminated...?

Estimate

- Complete?
 - All three (PE/RW/CN) phases required?
 - In-house/Consultant?
 - Realistic RW/Util Estimate?
 - Inflation/Contingencies Included?
- Funding Type?
 - Federal/State?
 - Rev Share vs TA vs Smart Scale
 - Amount of Estimate vs Funding Type
 - Initial Budget Baseline
 - Another Application Cycle...?



Don't wait until the last minute to do your estimate!

External Factors

- Early Public Outreach?
 - TA projects should be supported?
 - Verify the location works?
- Political Will?
 - Mitigate wavering support
 - Support for matching funds



Build Public Support!

Network for Success
Local Programs Workshop



A Locality's Perspective on the Funding Puzzle

Local Programs Workshop
September 10-11, 2019



Roanoke County

- VDOT District: Salem
- Population
 - County: 94,000 (includes Town of Vinton)
 - Roanoke Metro Area: 314,000
- Size: 250 square miles
- Shape: Donut that surrounds the City of Roanoke and City of Salem
- Character:
 - Suburban in the Roanoke River valley
 - Rural/agricultural beyond the mountain ridges
- Transportation:
 - Interstate 81/U.S. 11/U.S. 220/U.S. 460
 - Blue Ridge Parkway
 - Amtrak



What's so great about Roanoke?



Roanoke County's Funding Picture

Secondary Six Year Improvement Program (SSYIP)

- Highest Funding: FY 2007 with **\$3,078,000**
- Current Funding: FY 2020 with **\$341,000** (89% decrease)

Revenue Sharing Program

- FY 2007 Capital Improvement Program (CIP): **\$1 million budgeted** to match \$1 million VDOT funds for all or parts of 26 projects (many were maintenance projects)
- FY 2020 CIP: **\$250,000 budgeted** per year; requesting \$500,000 to match \$500,000 VDOT funds to satisfy part of a budget deficit on one project

Transportation Enhancement/Alternatives Program

- Mid 2000s: Used infrequently for greenway projects
- 2009-2018: Used frequently for bicycle/pedestrian/greenway/streetscape projects with varying levels of success



Roanoke County's Funding Picture

Regional Surface Transportation Program (RSTP)

With the 2010 U.S. Census, the Roanoke Urbanized Area exceeded 200,000 population and became a Transportation Management Area; this made the Metropolitan Planning Organization (now the Transportation Planning Organization/TPO) eligible for RSTP funds.

- 2013: **\$12 million** allocated for the TPO region for FY 14 & 15 (4 County projects funded)
- 2015: **\$8 million** allocated for the TPO region for FY 16 & 17 (previous projects continued receiving funding)
- 2017: **\$9 million** allocated for the TPO region for FY 18 and 19 (2 new County project funded)
- 2019: **\$10 million** allocated for the TPO region for FY 20 and 21 (4 new County projects funded)

Benefits:

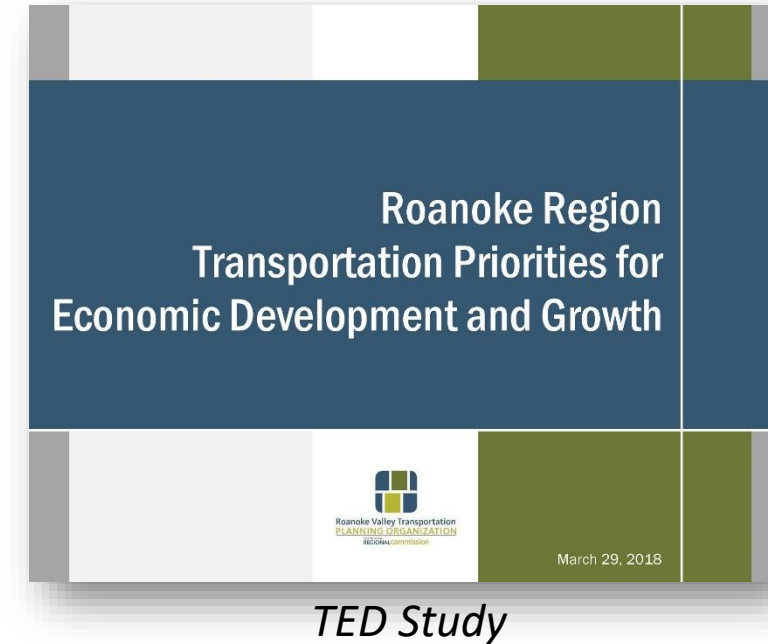
- **\$40 million available** so far to the TPO for transportation projects from a new funding source
- Regionally controlled by the elected TPO members and therefore (somewhat) flexible
- Transportation Technical Committee (TTC) submits, reviews and scores applications
- In 2018, the surplus funds were allocated to support two regionally-important SMART SCALE projects

Roanoke County's Funding Picture

HB2/SMART SCALE

- 2015: 4 projects submitted, 3 funded (\$8.1 million)
- 2016: 5 projects submitted, 3 funded (\$3.5 million)
- 2018: 4 projects submitted, 1 initially funded* (\$1.7 million)

In March 2018, the TPO adopted the Roanoke Region Transportation Priorities for Economic Development and Growth (TED Study) which identified regionally significant projects to facilitate economic development, lending regional weight and support to many of the submitted SMART SCALE applications.



Route 419/220 Diverging Diamond Interchange

- Located primarily in the City of Roanoke at the edge of Roanoke County
- Intersection handles the most vehicle trips in Roanoke County and second most trips in the entire Roanoke Valley (42,000 vpd on Route 419 and 51,000 vpd on Route 220)
- 2018: 67 crashes on Route 419 in front of Tanglewood Mall



Route 419/220 Diverging Diamond Interchange

- **January 2017:** Stantec consultants working on the Route 419 Town Center Plan proposed a Diverging Diamond Interchange (DDI) to help traffic flow more efficiently
- **May 2017:** Contract with Stantec extended to analyze the DDI concept, per VDOT's request
- **September 2017:** RSTP application submitted for \$750,000 for DDI Preliminary Engineering (awarded June 2018)
- **March 2018:** DDI included in the TED Study adopted by the TPO
- **August 2018:** SMART SCALE application submitted for \$16.8 million
- **January 2019:** DDI excluded from the SMART SCALE Staff Recommended scenario; so were the two projects the TPO added RSTP funding to (\$9 million)



*January 2017 Transportation
Community Meeting*

Route 419/220 Diverging Diamond Interchange - 2019

- **February 28:** Roanoke County asks TPO to consider reallocating unused RSTP funds to the DDI
- **March 20:** CTB presentation indicating additional SMART SCALE funding available
- **March 28:** TPO votes to allocate up to an additional \$7 million in RSTP funds to the DDI
- **May 7:** Roanoke County Board of Supervisors Chairman (and TPO member) requests surplus SMART SCALE funds for the DDI at the Salem District Six Year Improvement Program Public Hearing; five other citizens also spoke in favor of the project



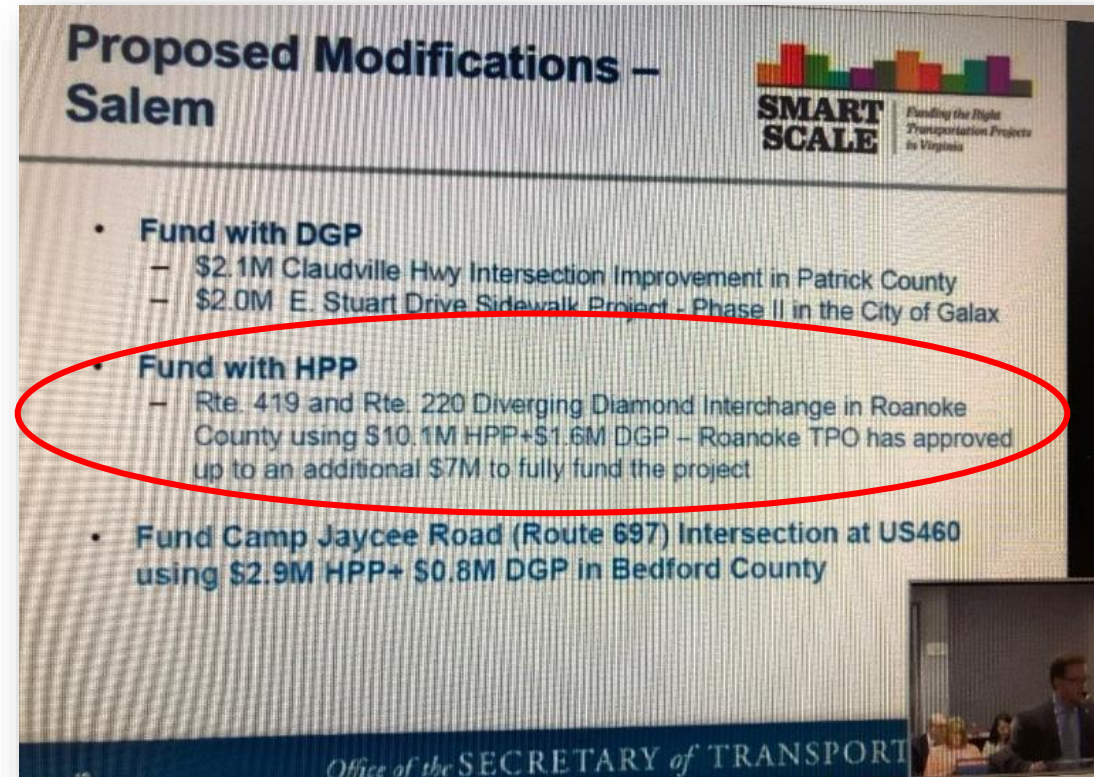
Route 419 at Elm View Road



May SYIP Public Hearing

Route 419/220 Diverging Diamond Interchange - 2019

- **May 14:** CTB presentation includes staff recommendation to fund the DDI with surplus High Priority (\$10.1 million) and District Grant (\$1.6 million) Program funds as the TPO approved up to an additional \$7 million to fund the project
- **June 19:** CTB adopts the Six Year Improvement Program, including DDI funding
- **June 27:** TPO allocates \$5 million RSTP funding to supplement the \$11.7 million SMART SCALE funding to fully fund the DDI project



May 14 CTB Presentation

Route 419/220 Diverging Diamond Interchange

Project Programming

- \$5.7 million RSTP funding allocated between FY 19 & 24
 - Covers Preliminary Engineering and Right-of-Way phases
 - Preliminary Engineering can start in September 2019
 - Right-of-Way can start in 2022
- \$11.7 million SMART SCALE allocated between FY 24 & 25
 - Will primarily fund Construction Phase, which works out well for the project timing because SMART SCALE funding is programmed far out



Franklin Road westbound at Route 220

Obtaining RSTP “seed money” helped to get the project noticed as a regional priority when it came time to apply for SMART SCALE. Already having RSTP funds on the project also made it easy for the TPO to transfer additional funding to the project later, when making decisions fast was critical.

Route 419/220 Diverging Diamond Interchange

Lessons to Share

1. Do your homework
 - The project is included in a publicly-supported and adopted Plan
 - The City of Roanoke and VDOT were interested in the DDI from the beginning and continue to support the project
 - Stantec DDI analysis lent credibility to the concept
 - TED Study showed regional support for the project
 - Meet with your CTB member to express the need for your project
2. Don't give up!
 - Keep up with the CTB agendas and meetings (ctb.virginia.gov)
 - Be creative with funding scenarios, brainstorm with your VDOT staff and collaborate with your MPO/TPO members
3. Show up!
 - Having six speakers express support for the project at the Spring VDOT meeting brought attention to the DDI



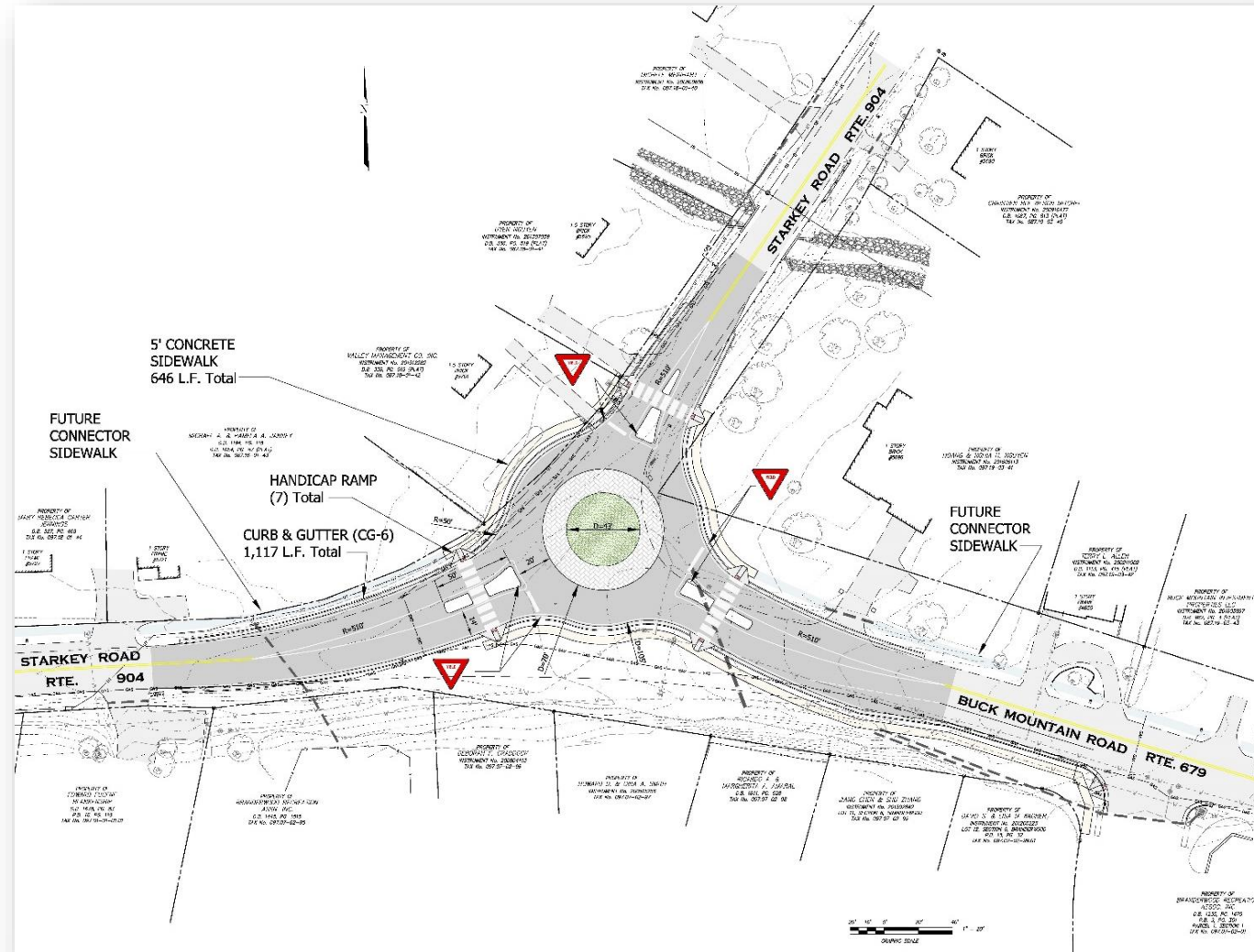
Starkey Road/Buck Mountain Road Intersection Improvements

- Existing three-way intersection with rush hour backups on Starkey Road
- Mix of residential, commercial, industrial and institutional uses
- **2013:** Rezoning for a new rehabilitation center
- **2016:** Rezoning for a memory care facility with a cash proffer for intersection improvements



Starkey Road/Buck Mountain Road Intersection Improvements

- **Summer 2017:** Roanoke County had the intersection surveyed and used it to design a conceptual roundabout
- **September 2017:** RSTP application submitted
- **November 2017:** Revenue Sharing application submitted



Starkey Road/Buck Mountain Road Intersection Improvements

Funding Breakdown: \$3.3 million total project cost

- **RSTP funding:** \$2,098,115 allocated between FY 20 and FY 22

- **Revenue Sharing** funding request (Tier 2):

\$250,000 for FY 19 (Budgeted in CIP)

\$250,000 for FY 20 (Budgeted in CIP)

\$80,000 for FY 20 (Developer cash proffer)

\$580,000 VDOT match request

Because our total locality request was over \$1 million (\$502,240 was requested for another project), we received a percentage of the funding over \$1 million, leaving a deficit of \$13,120

- **Secondary Six Year Improvement Program (Telefees):** \$13,120 allocated in FY 23

Starkey Road/Buck Mountain Road Intersection Improvements

Lessons to Share

- Spending the money up-front to survey the intersection (\$14,000) helped generate a solid concept plan and estimate, leading to better applications.
- Leveraging Revenue Sharing funding helped buy down the cost of the RSTP application, which ultimately led to RSTP funding.
- While there isn't a lot of funding available in the SSYIP, we could fund the Revenue Sharing deficit within the project's programmed timeframe.



Starkey/Buck Mountain Intersection

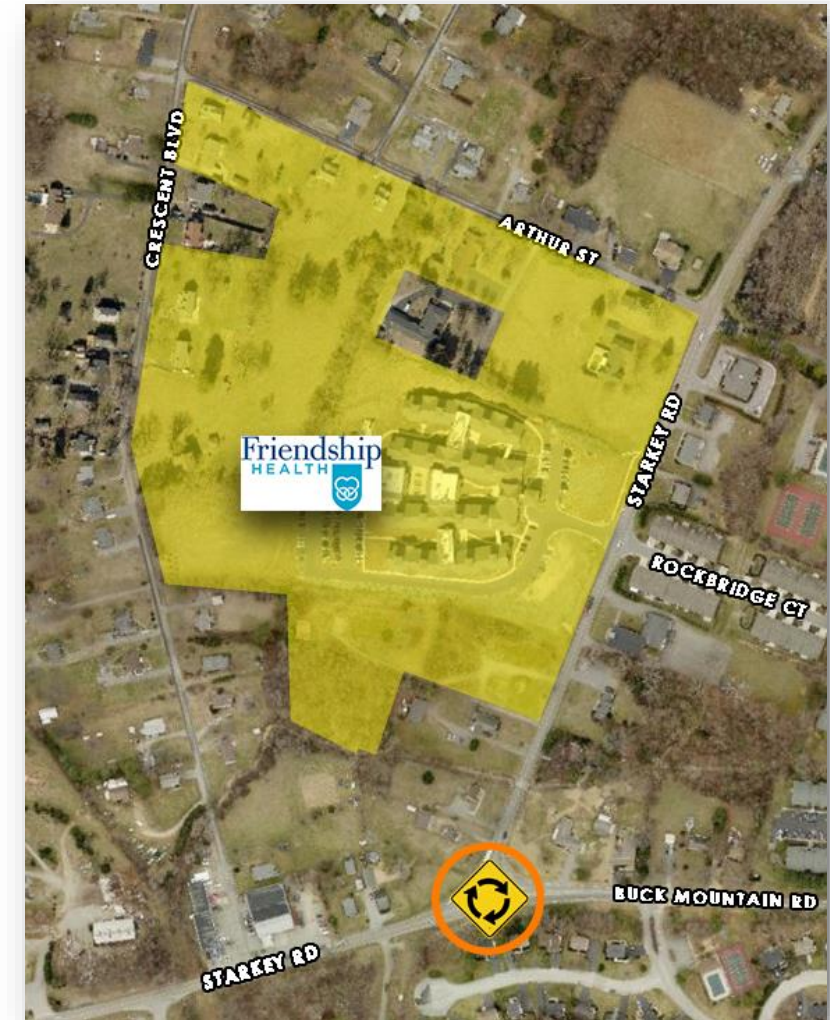


Starkey Road backup approaching intersection

Starkey Road/Buck Mountain Road Intersection Improvements

Status

- Preliminary Engineering for the roundabout is underway
- Potential development activity in the neighborhood



Getting Started: Project Initiation

CTB Meeting – Six Year Improvement Program is adopted which includes your new project funds! Then...

- You anxiously await an email from (your) Jay Guy with the project documents.
- When (your) Jay Guy emails you the Appendix A and Project Administration Agreement, you figure out what to do with them.
- Roanoke County's process for a locally administered project includes taking an item to the Board of Supervisors to request:
 1. Acceptance and appropriation of the funding; and
 2. Signatory authority to be granted to the County Administrator or his designee to execute VDOT project documents.

- *Mid-June*

- *July 1*

- *July/August*

- *September/October/Nov.*

** When space on the agenda and must be scheduled at least two weeks prior to the meeting*

** Appropriation takes two readings (one per Board meeting)*

Getting Started: Project Initiation

- You compile:
 1. Certified ordinance from the Board Clerk
 2. Budgetary authorization (typically from our CIP document)
 3. Signed Appendix A and Project Administration Agreement from the County Administrator or his designee (3 originals of each!)
 4. If designee signing, letter indicating authority to sign
- You've learned that it is best to scan and email (your) Jay Guy this package so he can make sure you have all of the pieces and that you haven't filled in the date on the first page of the Agreement. Once he approves...
- You've also learned that mailing this package 8 miles across town takes one week so you hand deliver the package to (your) Jay Guy. He mails to VDOT Central Office.
- If there are no errors and all of the required documentation is provided and perfect, you wait for VDOT Central Office to sign off.

- ***December***

- ***December***

- ***December***

- ***A Long Time
(January/February)***

Getting Started: Project Initiation

- You receive the executed documents from (your) Jay Guy and you are authorized to proceed with the Preliminary Engineering phase! *The Clock is Ticking!* - **March**
- You can execute your contract with your consultants (*because months ago you issued a Request for Proposals, convened a panel and interviewed, chose your firm, negotiated the contract and made sure to follow all Procurement and VDOT requirements, in anticipation that this day would finally come*)! - **March**
- Your VDOT Project Manager schedules a Project Kick Off meeting that you attend with your consultants. - **April**
- **Congratulations!** You're ready to start designing your project! Make sure to meet all deadlines and pay close attention to the VDOT Dashboard. - **Always**

Questions



Megan G. Cronise, AICP
Principal Planner

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Network for Success

Local Programs Workshop



FUNDING EXERCISE

How would you fund it?



Willy Wonka's
Chocolate Factory

Funding Exercise

- Take the next **10-15 minutes** to identify potential funding sources to fund the needed improvements.

Keep the following in mind:

- Program Eligibility
 - What sources can you seek?
 - Do you have enough match to fund your improvements and the others?
- What is the schedule?
 - Design/Construction
 - Board/Council Approvals & Coordination
 - Application Schedules/Funding Cycle



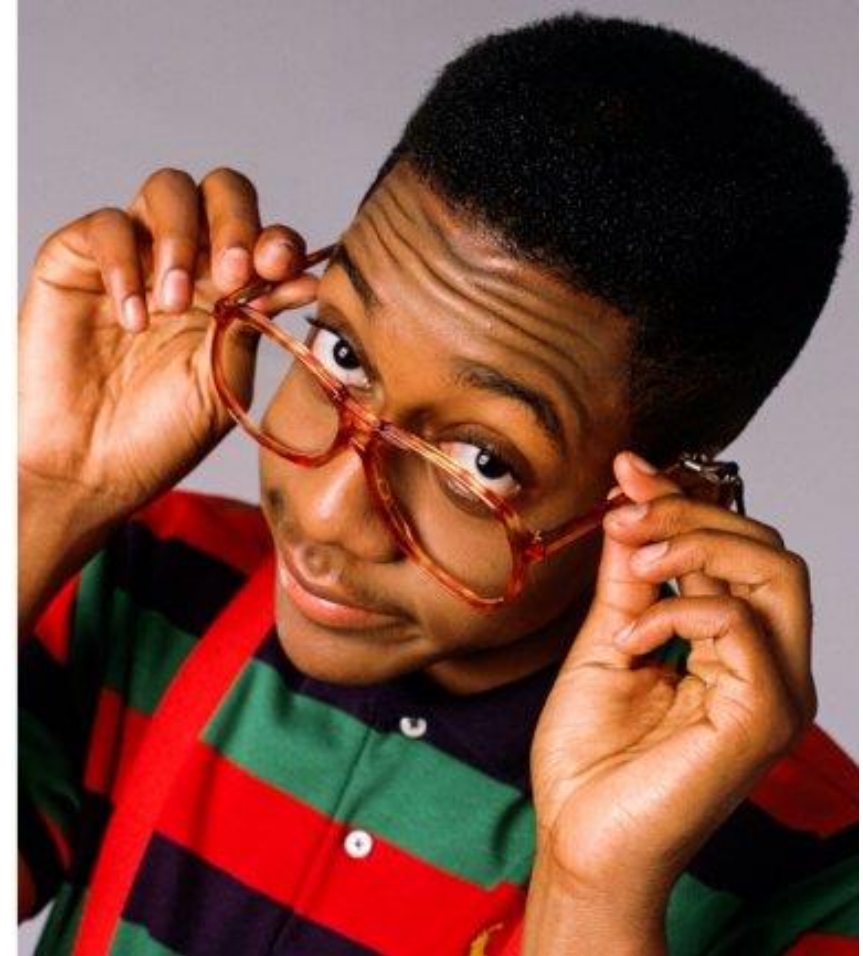
WHAT MAKES A GOOD APPLICATION?

What do you need to know before you apply?

What makes a good application?

Need to answer the following questions at the outset:

- Who will be administering the project?
- Does the scope have logical termini and provide independent utility as a stand alone project?
- Can the scope be delivered given existing site conditions? These include design standards, environmental, utilities, right of way, railroad, etc.?
- Is the estimate reasonable given the scope and does it include contingencies, inspection and oversight costs?
- What is the source of any required local matching funds?
- Did I do that?



What makes a good application?

- Applicants should work with VDOT staff to refine the proposed project scope and termini.
- Detailed Cost Estimate
 - Line item
 - Can use PCES
 - Include all costs (including project management & oversight)
- Project Sketch
 - Map/Aerials & Termini at a minimum
 - Plan detail if available
- Given what you know after answering the items above, What is the Project Schedule?
 - Project Development Plan (PDP) or LAP Project Schedule Tool



Other Resources for initial planning:

- Strategically Targeted and Affordable Roadway Solutions (STARS) to support the development of affordable projects that can be quickly implemented.
 - Develop innovative, cost-effective solutions
 - Evaluate potential solutions more thoroughly
 - Identify potential project risks and costs
 - Build stakeholder consensus
 - Improve readiness for project implementation
-
- MPO's/PDC's
 - Long-Range Transportation Plans
 - Bus Stop/Transit Location Studies
 - Bike/Pedestrian Inventory and Needs Assessment Plans
 - Area Plans, Corridor Studies, etc.

