

**APPLICATION DEADLINE
NOVEMBER 1, 2015**

1. Project Sponsor	Name and Title:	Kurt Hodgen, City Manager
	Organization:	City of Harrisonburg
	Address:	345 South Main Street
	City, State, Zip+4:	Harrisonburg, VA 22801-2623
	Telephone/Fax:	(540) 432 - 7701 / (540) 432 - 7778
	E-mail Address:	Kurt.Hodgen@HarrisonburgVA.gov

2. Project Manager	Name and Title:	Thanh Dang, Transportation & Environmental Planning Mgr
	Organization:	City of Harrisonburg
	Address:	320 East Mosby Road
	City, State, Zip+4:	Harrisonburg, VA 22801-2623
	Telephone/Fax:	(540) 434-5928 / (540) 434-2695
	E-mail Address:	Thanh.Dang@harrisonburgva.gov

3. Sponsor DUNS Number	070423694	4. Project UPC Number (Existing Projects Only)	N/A
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5. Project Title	Safe Routes to School – Spotswood Elementary School
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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.

This Safe Routes to School project will provide sidewalk, an enhanced crossing location, and flashing school zone lights on Reservoir Street, an urban minor arterial with a speed limit of 25 mph and a 2014 ADT of 11,000 vehicles, for students traveling to Spotswood Elementary School in Harrisonburg, VA. Approximately 500 feet of sidewalk will be constructed along the east side of Reservoir Street between Hawkins Street and Kenmore Street, a Rectangular Rapid Flash Beacon (RRFB) crosswalk with push-button actuation will be installed at the intersection of Norwood Street, and two flashing school zone lights on Reservoir Street. The sidewalk will provide access to students and residents to the east of Reservoir Street that do not currently have sidewalk available to reach the school and whose nearest controlled crossing point is 600 feet away from the proposed crossing point at Norwood Street. The new sidewalk will connect to existing sidewalk along Reservoir Street at the south end of the project and along Hawkins Street at the north end of the project.

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

Location map attached at bottom of application.
Start Location: Reservoir Street & 100' south of Meyers Avenue **End Location:** Reservoir Street & 100' south of Carlton Street

6a. Provide ZIP+4 for project location 22801-4321

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)		
<input type="checkbox"/> Less than 5,000	<input checked="" type="checkbox"/> 5,000 to 200,000	<input type="checkbox"/> 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 bicycle and pedestrian facilities <input checked="" 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 railway corridors to trails <input type="checkbox"/> Construction of scenic turnouts and overlooks <input type="checkbox"/> Inventory, control, or removal of outdoor advertising <input type="checkbox"/> Historic preservation and rehabilitation of historic transportation facilities <input type="checkbox"/> Vegetation management within transportation rights of way <input type="checkbox"/> Archeological activities in conjunction with a highway construction 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 checked="" type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Yes <input 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	\$151,984
11b. Total Local 20% Match Required	Based on the anticipated TA funds above	\$37,996
11c. Other Project Funds (Non-TAP funds)	Include local funds, other grants and donations	\$0
11d. Total Project Cost (*)	Sum of above; should match Attachment C	\$189,980

12. Total Anticipated Transportation Alternatives Funding (same as Item 11a above)			
		Federal Funding	Local Match Required
12a. Current TA Funds Requested	This Application Only	\$151,984	\$37,996
12b. Prior TE/TA Funds Received	This Project Only	\$0	\$0
12c. Future TA Funds	This Project Only	\$0	\$0

13. Do you plan to use in-kind to meet all or part of the 20% local match requirement?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
13a. If yes, provide the estimated value of services and / or donations to be applied as in-kind match.	Value: \$ 0
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.	

14. If the 20% local match is being provided in cash, identify the proposed source(s) of funding.	
City of Harrisonburg	

15. A local 20% match contribution is required – how much additional <u>local</u> funding (above the required 20%) is proposed?	
\$0	

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide the amount of non-local funds, identify the source of this funding and documentation confirming the commitment of these funds including when they will be available.	

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?	
Since this project costs less than \$200,000, it must be fully funded if selected by the CTB. If the project is not selected, then it will be put on hold.	

Project Concept

18. Has the sponsor performed an on-site evaluation of the project to determine the project's constructability and cost?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, provide date and attendees.	
An on-site evaluation was performed on 9/1/2015. Attendees included: Thanh Dang – Transportation & Environmental Planning Manager Brad Reed – Transportation Planner Aaron Rhoney – Engineer Doug Adams – Chief Construction Inspector Findngs from the on-site evaluation were reviewed by Tom Hartman, PE.	

19. Describe any possible challenges or obstacles that will require additional design consideration, cost or design waivers.	
No challenges or obstacles that would require additional design consideration, cost, or design waivers have been identified during on-site evaluations. None are anticipated.	

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.	
The proposed sidewalk will be 5-ft wide, 4 inch deep concrete laid on top of 4-inches 21-A stone to maintain an even surface and prevent future settling. Concrete and stone will be thicker at entrances. Existing curb ramps will be upgraded to be compliant with ADA. New curb ramps will also be compliant with ADA.	

21. Describe any anticipated challenges to meeting ADA design requirements including slope / terrain, RW limitations, historic features, etc.	
No challenges or obstacles to meet ADA design requirements were identified during on-site evaluations. None are anticipated.	

22. Is the project located within a designated historic district or within a downtown business district?	<input type="checkbox"/> Yes <input checked="" 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?	

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 City's Department of Public Works will be responsible for maintenance of the facility. Public Works generally has funding available each year for basic maintenance projects, such as repair of cracks or settling. The department can make budget requests for larger needs.

24. If this project is for a pedestrian and/or bicycle facility, mark which best describes the project's primary transportation function:

- N/A Not a pedestrian / bicycle facility
- Commuting to and from workplace
- Residential connections
- Recreational / exercise
- 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.

- N/A Not an historic preservation project

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.

- N/A Not a vegetation management project

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.

- N/A Not an archeology project

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.

- N/A Not an environmental mitigation project

29. Does this project support or improve an existing or planned highway project?

Yes No

If yes, identify the highway project and explain how this TA project will improve or support it.

This project will connect to and extend the sidewalk being installed for a new roundabout that is near completion at the intersection of Reservoir Street & S Carlton Street.

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, provide a description of the public transportation links and explain how this TA project will improve the existing network.

The new sidewalk and RRFB crossing will provide a safer route to 3 transit stops that are within or immediately adjacent to the project area along Reservoir St. The crosswalk will be especially helpful in providing an enhanced crossing point to the two stops located on the west side of Reservoir Street.

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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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.

The new sidewalk will fill a gap between the existing sidewalk to the south on Reservoir Street and to the north on Hawkins Street. The new RRFB crosswalk will tie the limited sidewalk on the east side of Reservoir Street into the existing sidewalk on the west side, which connects to points much farther north and south of the project area.

32. Does the project provide bicycle/pedestrian facilities where none previously existed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, explain why this location was chosen and include pictures of the proposed location.

Sidewalks and a designated crossing location do not currently exist for those on the east side of this portion of Reservoir Street.

33. Does this project increase opportunities to meet daily needs without motorized transportation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, give specific destinations served including schools, libraries, shopping, healthcare, etc. and the anticipated number of persons that will benefit or use the facility.

The communities on either side of Reservoir Street will now have a more complete route to nearby commercial development to the south along Reservoir Street, Kenmore Street, and S Carlton Street.

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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, provide a description including any accident data available.

Sidewalks added with this project will connect to existing sidewalk to the south on Reservoir Street and to the north on Hawkins Street, providing a separated facility so that pedestrians don't have to walk in the street. The addition of a new RRFB push-button activated crosswalk will bridge the new sidewalk with the more extensive sidewalk on the west side of Reservoir Street. This crossing will give pedestrians a way to traverse a high traffic volume roadway using push-button activated flashing beacons that have been shown to produce driver yield rates of 80-90% in studies referenced by FHWA's safety website. This crossing system should be especially noticeable to approaching vehicles, as there is not currently a crosswalk installed at the Reservoir Street & Norwood Drive intersection. The school zone flashing lights will operate during Spotswood ES arrival and dismissal times and serve as a reminder to drivers to watch for children.

35. Does this project incorporate traffic calming design elements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
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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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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Name the plan and explain how this project will help achieve or support the plan goals.

Harrisonburg's 2011 Comprehensive Plan update includes the improvement of Reservoir Street between Cantrell Avenue (now Martin Luther King, Jr. Way) and East Market Street to add pedestrian facilities, among other enhancements. The new sidewalk will contribute towards the achievement of this plan.

Sponsor's Ability to Administer Federal Project

37. The sponsor is required to provide an 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 staff member assigned as the "Responsible Person" for this project:

Name: Thomas Hartman, PE,
Title: Assistant Director of Public Works
Years in this position: 2

38. Describe the experience and / or training that qualifies this person to be the responsible charge for a federal-aid transportation project.

Tom has been a licensed PE since 2011 and has been the Assistant Director of Public Works since February 2014. Prior to that he served as the Public Works Engineer since April 2012 and worked as a project manager at Valley Engineering between 2009 and 2012.

39. Select from the following the best choice describing the RP's experience:

- The RP has successful experience providing oversight or administering a federal aid transportation project within the previous five years.
- The RP has successful experience participating as a team member, but not a RP, for a federal aid transportation project.
- The RP has no experience with federal aid projects, but has provided oversight for a state-aid transportation project.
- The RP has no experience providing oversight for a transportation project.

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, phases included (PE, RW, CN), cost and whether or not the project finished on-time and on-budget.

Project: Downtown Streetscape Phase II
Role: Responsible Person in charge of major project-related decisions through all phases, ensuring that all local, state, and federal requirements were met.
Construction Period: June 2014 – January 2015
Description of Project: Reconstruction of 600 ft of sidewalk on the west side of South Main Street between Bruce Street and Court Square, including the addition of traffic and pedestrian signals at 3 intersections. The project finished on-time and on-budget.
Total Project Cost: \$1.1 Million

Project: Safe Routes to School, Stone Spring Elementary
Role: Responsible Person in charge of major project-related decisions through all phases. Also, served as Responsible Charge for the in-house engineering of the project, to ensure that all local, state, and federal requirements were met.
Description of Project: Constructed 1,000 ft of sidewalk along Peach Grove Avenue between Decca Drive and King Edwards Way and installed new traffic signal and pedestrian signals at school entrance. The project finished on-time and on-budget.
Construction Period: May – September 2015
Total Project Cost: \$228,000

40. Describe the RP's role and responsibilities while overseeing these projects.

See response to Question #39

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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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)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If not, indicate: <input checked="" type="checkbox"/> The following staff member will be assigned as Project Manager: <u>Thanh Dang, Transportation & Environmental Planning Manager;</u> <input type="checkbox"/> Project management will be performed by a consultant
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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:

The PM has been lead project manager on one or more federal aid transportation project(s) within the previous five years.
 The PM has not directly managed, but has been a team member on one or more federal aid project(s) within the previous five years.
 The PM has no experience with federal-aid projects, but has successfully managed a state-aid or locally funded transportation project within the previous five years.
 The PM has no experience managing a transportation project in the recent past.
 Unknown – the project management duties will be performed by a consultant.

Regarding the experience noted above, briefly describe the two (2) most recent federal-aid projects including project scope, cost and whether or not the project finished on-time and on-budget.

Project: Safe Routes to School, Stone Spring Elementary

Role: Coordinated work between city engineers, city inspectors, and property owners (city school) during all project phases (PE, RW, CN). With assistance from city inspectors and a project coordinator on staff, ensured that contractor invoices and documentation were submitted to VDOT as required. Engineering was completed by city staff. There was no right of way required for this project.

Description of Project: Constructed 1,000 ft of sidewalk along Peach Grove Avenue between Decca Drive and King Edwards Way and installed new traffic signal and pedestrian signals at school entrance. The project finished on-time and on-budget.

Construction Period: May – September 2015

Total Project Cost: The \$228,000. This project was completed on-time and on-budget.

Project: East Market Street Sidewalks Phase IV

Role: Managed engineering, right of way, and construction phases. Coordinated between and with city engineers and city inspectors, and communicated with and provided notice to property owners during all project phases. With assistance from city inspectors and a program support specialist on staff, Thanh ensured that contracted invoices and documentation were submitted to VDOT as required. Engineering and right of way for this project was completed by city staff.

Description of Project:The project included new sidewalks, pedestrian signals, retaining walls, etc. on East Market Street between University Boulevard to Evelyn Byrd Avenue. Project length approx. 1,800 ft.

Construction Period: March - September 2014

Total Project Cost: The total project cost was \$383,871. This project was completed on-time and on-budget.

44. Describe the PM’s role and responsibilities managing the referenced projects including any challenges / delays encountered. How were these challenges resolved?

N/A
See #43 above.

45. Provide PM’s most recent experience managing a Transportation Enhancement / Alternatives project include brief project description, history and any challenges encountered.

N/A
Although Thanh Dang was not the project manager for Transportation Enhancement funded projects previously awarded to the City of Harrisonburg (Streetscape Phase II, UPC 103587 and Port Republic Road Phase III shared use path, UPC 77741), she had provided support and assistance to the responsible charge/ project manager for those projects, during design, environmental review, and during construction. Additionally, Thanh has managed three Safe Routes to School projects; one is described above in #43.

46. Has the PM completed training utilizing FHWA’s Federal Essentials for Local Public Agencies (www.fhwa.dot.gov/federal-aidessentials/)?

Yes No

47 Will the sponsor need to supplement their staff to complete their federal aid project?

Yes No

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 – including software and how costs are verified – currently in place that will track / monitor project costs for reimbursement.

The City of Harrisonburg is able to identify, track, and maintain records for all expenses for which reimbursements are requested and is prepared for audits of all financial records. The City’s Public Works Department uses Primavera (software) to track project work and documentation, and coordinates closely with the City’s Finance Department on paying contractor invoices and requesting reimbursements from VDOT.

Project’s Readiness to Proceed

49. Design / engineering will be performed:

<input checked="" 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 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, provide the current status of the other phases and describe how they relate to this project – including a map may be helpful.	

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.	
Feasibility of this project has been evaluated by city staff as described in #18.	

52. Has design work started?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Design has been started, and <input type="checkbox"/> 30% plans / <input type="checkbox"/> 50% plans / <input type="checkbox"/> 100% plans have been completed.	
52a. Have these plans been reviewed by appropriate state / local official?	<input type="checkbox"/> Yes <input checked="" 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 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 checked="" 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 type="checkbox"/> No <input checked="" type="checkbox"/> N/A
If yes, please identify the utility carrier(s) and specify whether or not 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?
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|--|---|
| <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: <input type="checkbox"/>
58. Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects Required if answered "Yes" to Question 10a.	Attached: <input checked="" type="checkbox"/>
59. Attachment C – Project Budget Required for ALL projects.	Attached: <input checked="" type="checkbox"/>
60. Attachment D – Existing Project Status Required for EXISTING projects only.	Attached: <input type="checkbox"/>
60. Attachment E – VDOT Administration Request Required if population less than 5,000 and requesting VDOT assistance.	Attached: <input type="checkbox"/>

Sponsor Certification		
Public Hearing / Information Meeting Held	Date: 10/27/2015	Public Notice Attached: <input checked="" type="checkbox"/>
MPO Endorsement (if applicable)	Date: 10/15/2015	Endorsement Attached: <input checked="" type="checkbox"/>
Resolution from Project Sponsor	Date: 10/27/2015	Resolution Attached: <input checked="" type="checkbox"/>
<p>Sponsor certifies the following: (Read and check each statement below)</p> <p><input checked="" type="checkbox"/> We are familiar with Transportation Alternatives eligibility criteria and the Locally Administered Projects (LAP) Manual.</p> <p><input checked="" type="checkbox"/> We will provide technical guidance and oversight to staff and/or consultants throughout project development.</p> <p><input checked="" type="checkbox"/> Budget accurately reflects cost of proposed project based on preliminary work performed.</p> <p><input checked="" type="checkbox"/> Project development will comply with all state and federal regulations, including ADA requirements.</p> <p><input checked="" type="checkbox"/> We understand this project must be substantially complete and/or ready for construction within four (4) years of the initial federal funding.</p> <p><input checked="" type="checkbox"/> We will be responsible for ensuring future maintenance and operating costs of the completed project.</p>		
<hr/> Sponsor Signature (Authorized Official)		<hr/> Date

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

**Ms. Julie Brown, 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, 2015. If applications are being hand-delivered, they must be received no later than 5:00pm Friday, October 30, 2015.

*** The electronic copy should be sent to EnhancementProgram@VDOT.Virginia.gov and include the completed application, Attachments A-E as required, and all other supporting documents. This may include required resolutions, public meeting notice, confirmation of grant funding, property deeds and/or appraisals, pictures and maps. 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.**

Attachments

Attachment A – Supplemental Information for TMA projects (not applicable)

Attachment B – Supplemental Information for Safe Routes to School (SRTS) Projects

Attachment C – Project Budget

Attachment D – Existing Project Status (not applicable)

Attachment E – VDOT Administration Request (not applicable)

Attachment F – Project Area Map

Attachment G – Photos of Project Area

Attachment H – Public Meeting Notice

Attachment I – Resolution from Project Sponsor

Attachment J – MPO Endorsement

Attachment K – Letter of Support from School Division

Attachment A

Supplemental Information for TMA projects (not applicable)

Attachment B

Supplemental Information for Safe Routes to School (SRTS) Projects



Project Sponsor Organization	City of Harrisonburg
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1. Attach a letter of support from the school principal or division superintendent, indicating their support of the project as well as their desire to encourage their students to walk and bike to school.	Attached: <input checked="" type="checkbox"/>
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2. Provide the name of the school(s) and school division this project serves, indicating whether the school is designated Title-1.
Spotswood Elementary School, Title 1 school

3. Current Travel Modes								
<i>(Estimate for all students and use aggregate totals for 2 or more participating schools)</i>								
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other	Total
# of Students	21	0	312	77	13	0	0	423
Source: Safe Routes to School Student Travel Tallies								
Month/year: 9/2014								

4. Current Travel Distance					
<i>(Estimate for all students and use aggregate totals for 2 or more participating schools)</i>					
Distance lived from school	Less than 1/2 mile	1/2 to 1 mile	1 to 2 miles	Over 2 miles	Total
# of Students	290	148	0	0	438
Source: Harrisonburg City Public School Transportation Supervisor					
Month/year: 1/2015					

5. Was a SRTS Parent Survey conducted by the school to determine whether they identified the project as a need?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
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If yes, summarize the results of the survey, particularly how they relate to the project, and indicate the year the survey was completed.

Survey results for Spotswood Elementary School reveal that students who walk or bike to school live within 1/2 mile from the school, travel time is under ten minutes and the children participating have asked their parents for permission to walk/bike to school in the last year. Respondents are in either third or fourth grade. All of the following issues affect parents' decision to allow or not to allow their children to walk or bike to/from school: Amount of traffic along route, adults to walk or bike with, sidewalks or pathways and safety of intersections and crossings. For each issue parents responded that they would allow their child to walk/bike to /from school if these issues were changed or improved. Repondents answered that Spotswood Elementary either encourages walking andbiking to/from school or is neutral on the matter. Each respondent replied that walking/biking to school was "Fun" or "Very Fun" and that walking/biking to/from school is "Healthy" or "Very Healthy" for their children. All parent respondents are college graduates.

6. Describe the barriers that currently prevent kids from walking/biking safely to school and how this project would mitigate or remove those barriers. In particular, how will this project improve the safety of the route to school and encourage more children to walk or bike?

Heavy traffic on Reservoir Street moves at a dangerous speed decreasing any possibility of safe pedestrian crossing, especially for children. In addition, there is currently no safe way to cross Reservoir on foot between Hawkins and South Carlton Streets, preventing families from feeling safe while crossing this street. An estimated 126 children, or 29% of the student body, will have safe access to school by way of the proposed improvements. The Rectangular Rapid Flash Beacon (RRFB) crosswalk will increase driver awareness to pedestrians and therefore stop or slow traffic on this road and allow for safe crossing. The proposed side walks will enable students from the surrounding areas to safely access the RRFB crosswalk and therefore increase the number of students who will walk or bike to school. The curb improvements will allow a safe place to stand before crossing the street at the RRFB, further increasing the safety for students walking to or from school. Students and their parents will feel confident that walking is a safe way to get to school with these improvements in place.

7. Describe any efforts that the school or community is currently involved in to encourage kids to walk or bike to school.

This would include any efforts that fit into the four "E's" of SRTS – education, encouragement, enforcement and evaluation, as well as any policies the school has that promote or discourage walking or biking to school.

Harrisonburg's Safe Routes to School Coordinator, funded by Virginia Department of Transportation, is dedicated to promoting the 5 E's at Spotswood Elementary School. Currently the SRTS program is building at SES with walking before school activities each week ("Walking Fridays"). With the full support from Spotswood Elementary School administration, a walking school bus program will commence during Walk to School Week 2015. When the infrastructure is available a Hawkins/Norwood area walking school bus will be initiated with the assistance of school staff once per week.

Harrisonburg City Public Schools as well as Spotswood Elementary School itself has included a statement in the "Wellness Policy" stating, "We are partnering with Harrisonburg Safe Routes to School Program and Central Shenandoah Valley Safe Kids Coalition to encourage students (with parents and caregivers) to walk and bike to school whenever possible."

Sentara RMH Medical Center is a supporter of the program as well by offering technical support and event coordination efforts to Spotswood Elementary School through a grant from Virginia Foundation for Healthy Youth.

The Harrisonburg Police Department provides one crossing guard to the school as well as a School Resource Officer to assist with traffic flow on Walking Friday and Walk to School Day events.

Attachment C
Project Budget

**PROJECT BUDGET REQUIRED FOR ALL APPLICATIONS
INCLUDE IN APPLICATION PACKAGE**

Preliminary Engineer's Estimate- Spotswood Elementary SRTS

Updated 10/19/2015

PRELIMINARY ENGINEERING					
<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Est Qty</u>	<u>Unit Price</u>	<u>Amount</u>
1	VDOT Project Cost (5% CN Cost)	Lump Sum			\$8,066.91
2	Design/Engineering/Surveying (by City)	Lump Sum			\$14,500.00
3	Environmental Document (DHR Fees & by City)	Lump Sum			\$1,075.00
	TOTAL				\$23,641.91
RIGHT OF WAY					
<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Est Qty</u>	<u>Unit Price</u>	<u>Amount</u>
4	Right of Way Acquisition				\$5,000.00
5	Utility Relocation				\$0.00
	TOTAL				\$5,000.00
CONSTRUCTION					
<u>Improvement</u>					
<u>Item No.</u>	<u>Description</u>	<u>Unit</u>	<u>Est Qty</u>	<u>Unit Price</u>	<u>Amount</u>
6	Mobilization	Lump Sum			\$15,000.00
7	Demolition	Lump Sum			\$6,700.00
8	Clearing, Grubbing & Tree Removal	Lump Sum			\$1,500.00
9	Earthwork	Lump Sum			\$5,000.00
10	Traffic control-Maintenance	Lump Sum			\$4,500.00
11	Segmental Retaining Wall	SF	300	\$32	\$9,600.00
12	CG-9D Entrance (Commercial Lots) 30' width	SY	136	\$73	\$9,928.00
13	CG-9D Entrance (Residential Lot) 25' width	SY	25	\$73	\$1,825.00
14	CG-6 Curb & gutter	LF	700	\$30	\$21,000.00
15	CG-12 Detectable Warning Surface	SY	16	\$375	\$6,000.00
16	4" Sidewalk including stone base	SY	210	\$45	\$9,450.00
17	CG-12B ramp 7" Sidewalk including stone base	SY	98	\$60	\$5,880.00
18	Concrete Driveway for Residential Property	SY	135	\$70	\$9,450.00
19	Topsoil, Type B	AC	0.16	\$16,000	\$2,560.00
20	Permanent Seeding including fertilizer & mulch	AC	0.16	\$5,238	\$838.08
21	Sawcut Existing Pavement	LF	700	\$3	\$2,240.00
22	Crosswalk Street Marking	LF	800	\$7	\$5,200.00
23	Rapid Flash Beacon	Lump Sum	1	\$15,000	\$15,000.00

24	School Zone Flashing Signs	Lump Sum	2	\$7,500	\$15,000.00
	SUBTOTAL				\$146,671.08
	CEI - 10%				\$14,667.11
	CONTINGENCY- 10%				\$14,667.11
	TOTAL				\$161,338.19
	TOTAL PROJECT COST (PE, RW, CN)				\$189,980.10

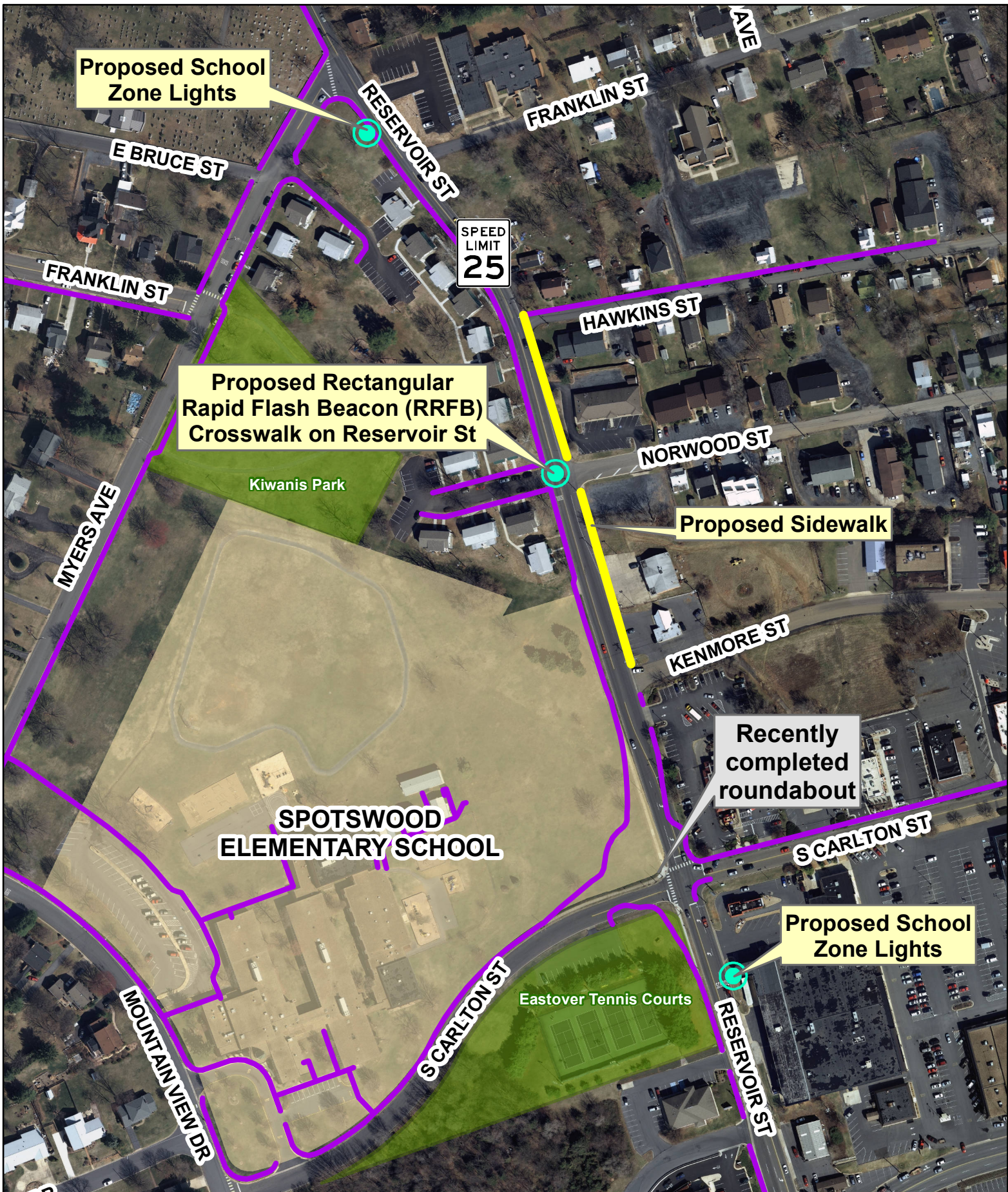
Attachment D

Existing Project Status (not applicable)

Attachment E

VDOT Administration Request (not applicable)

Attachment F
Project Area Map



Proposed School Zone Lights




Proposed Rectangular Rapid Flash Beacon (RRFB) Crosswalk on Reservoir St

Proposed Sidewalk

Recently completed roundabout

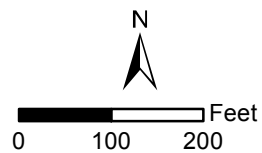
Proposed School Zone Lights

Legend

-  Proposed Spot Improvement
-  Proposed Sidewalk
-  Existing Sidewalk

Spotswood Elementary SRTS Improvements

October 2015



Attachment G

Photos of Project Area



Figure 1. East side of Reservoir Street at Kenmore Street looking north. Future sidewalk will connect Carlton Street roundabout and sidewalks to future crossing at Norwood Street.



Figure 2. East side of Reservoir Street looking towards Norwood Street. Future sidewalk.



Figure 3. East side of Reservoir Street looking towards Norwood Street. Future sidewalk along Reservoir Street, and future crossing improvements at Norwood Street. Residential homes to the east and school is on the west. Students are currently crossing at this location.



Figure 4. From Norwood Street looking west at Reservoir Street. Proposed location for enhanced crosswalks with rectangular rapid flash beacons.



Figure 5. East side of Reservoir Street looking southbound towards Norwood Street. Future sidewalk to connect Hawkins Street residential street to future crossing improvements at Norwood Street.

Attachment H
Public Meeting Notice

Hope Begins To Fade In Finding Guatemalan Mudslide Survivors

Authorities Say About 300 May Still Be Missing

SANTA CATARINA PINULA, Guatemala (AP) — Hope faded Sunday for finding any survivors of a mudslide that killed at least 131 people as the smell of rotting bodies spread across the enormous mound of earth and rescuers reported the buried dwellings they reached were filled with water, suggesting anyone trapped inside would have drowned.

Rescue workers on Sunday pulled more corpses from the mound created when a hillside collapsed and covered about 4 acres with mud and dirt as deep as 15 yards.

Julio Sanchez, spokesman for Guatemala's volunteer firefighters, said 131 bodies had been pulled from the mud.

At an improvised morgue, 82 bodies have been identified and handed over to relatives, said municipal medical examiner Dr. Carlos Augusto Rodas Gonzalez. However, other bodies, some of which were found in pieces, remain unidentified.

The grim list of the dead who have been identified included at least 26 children and teenagers.

Rescuers decided to keep individual emergency workers, relatives and reporters off the increasingly foul-smelling mound of dirt. Instead of digging by hand and listening for survivors, crews planned to use mostly backhoes and bulldozers to speed up the search for bodies.

"The people who could have been alive have drowned," said services coordinator Sergio Cabanas, ex-

plaining that rescue personnel on foot would be sent out mainly when a backhoe turns up a corpse. "Ninety percent of it we will do with heavy machinery."

Authorities said about 300 people may still be missing. But they left open the possibility that many of them had simply fled and taken refuge with relatives without contacting authorities, or that they were not in the 125 buried homes when the mudslide struck.

It was discouraging news for those who still held out hope of finding relatives buried by Thursday night's disaster, which inundated much of the Cam-



Associated Press

Relatives weep during the burial of Amilcar Estrada and his 10-year-old niece Maria Jose, who died in a mudslide, on the outskirts of Guatemala City on Sunday.

bray neighborhood in Santa Catarina Pinula, a middle class community of government workers, salesmen, taxi drivers and cooks.

As time went on, hope of finding anyone alive dwindled.

"Only a miracle can save them," rescue worker Ines de Leon said.

Family members who had already identified their dead at the improvised morgue resigned themselves to the grim task of burying them in the crowded local cemetery.

City workers rapidly prepared burial niches in a large crypt wall for the dead, with dozens of square holes awaiting coffins. At least 16 coffins had been interred by Sunday, and the names of the deceased were etched into the fresh cement used to seal the crypts.

But lines of families with coffins, some holding the remains of children, crowded the narrow pathways that lead through the graveyard to the wall of crypts.

The coffin of high school student Bryan Sandoval, 17, was escorted by his grave by his school's marching band, in which he was a drummer. The drum major was crying while raising his baton and leading the band.

In all, at least six members of Sandoval's extended family were buried in a long procession of caskets.

Miriam Cifuentes was at the Santa Catarina Pinula cemetery to bury her older son, Jonathan. She was upstairs in her house in Cambray with her husband and Alex and was just about to go to bed on Thursday night when the mudslide hit. Her older son Jonathan, 16, was downstairs taking out the garbage.

Suddenly she heard a noise like a rushing river, then like a stream of cars coming at full speed. She opened the window to see what was going on and saw a dust cloud coming toward them.

"We're going to die," she thought, as they started to slide and tumble as concrete blocks rained on top of them.

Cifuentes punched her way through the rubble and ran for help. Her brother and father came and dug out her son Alex. Firefighters dug out her husband, Felix Torres.

Both Alex and Jonathan were born in San Jose, Calif. The family returned to Guatemala 10 years ago to resolve their immigration status with the hope of returning.

On Sunday, covered with bruises and scrapes, the family buried Jonathan, the only one they could not rescue. Alex was inconsolable at the thought of burying his big brother.

"He was a noble person. Everyone loved him," Cifuentes said of Jonathan. The family ran a store, which was also destroyed.

"We lost everything, our house, our business, our work," Cifuentes said.

BUSINESS BRIEFS

City Kiwanis To Discuss Upcoming Year

HARRISONBURG — The Kiwanis Club of Harrisonburg will meet Tuesday at Traditions Restaurant, 625 Mount Clinton Pike, Harrisonburg.

A luncheon buffet will open at 11:30 a.m., with the meeting's program starting at noon.

This week's speaker will be incoming club President Jim Gilchrist, who will outline his vision for fiscal year 2015-16.

For more information about Tuesday's meeting or the club, contact Gilchrist at 433-4926 or bjag@verizon.net.

Bridgewater Rotary To Clean Highway

BRIDGEWATER — The Bridgewater Rotary Club meets Tuesday at 5:30 p.m. at the Mount Crawford Exxon-Burger King for its semiannual highway trash cleanup.

A meal will follow at Bob-a-Red's restaurant in Bridgewater at 6:15 p.m.

For more information, email Charlette McQuilken at cmquilken@rockingham.k12.va.us or Dan Plecker at dandplecker@gmail.com.

Becky Daubert To Address B-T Rotary

BROADWAY — The Broadway-Timberville Rotary Club will meet at 7 a.m. Tuesday at Town and Country Restaurant on West Lee Street in Broadway.

This week's speaker is Becky Daubert.

City Rotary To Present Economic Awards

HARRISONBURG — The Rotary Club of Harrisonburg will meet at 11:45 a.m. today at the Holiday Inn on East Market Street.

This week, the club will present its annual Economic Education Awards program, hosted by the Center for Economic Education at James Madison University.

For more information about the club, go to www.harrisonburgrotary.org.

— Staff Reports

Merkel Calls On VW To Clear Up Scandal

BERLIN (AP) — German Chancellor Angela Merkel has called Volkswagen's emissions-rigging scandal a "far-reaching event" and demanded the world's largest automaker quickly investigate it.

Merkel told German public radio Deutschlandfunk on Sunday she hopes "that VW quickly establishes the needed transparency and clear things up."

The extent of the fallout from the scandal, which erupted Sept. 18 when the U.S. Environmental Protection Agency said VW had cheated on tests of its diesel cars, remains unclear, as do the costs to Volkswagen. Longtime CEO Martin Winterkorn quit last month, but said he was aware of no wrongdoing on his part.

Volkswagen AG has admitted using a piece of engine software to cheat on diesel car emissions tests. The company says that up to 11 million vehicles worldwide were fitted with the engine in question.

Tip Of The Iceberg: No End In Sight To Migrants

ZAGREB, Croatia (AP) — One month after the body of 3-year-old Aylan Kurdi washed up on a Turkish beach — and a week after the European Union agreed to secure its borders — the migrant crisis has largely fallen off the front pages and reporters are going home.

But the human tide keeps rolling northward and westward, and aid agencies are preparing for it to continue through the winter, when temperatures along the migrant trail will drop below freezing. They fear the crisis may get worse.

"One thing is clear, the movement is not going to die down," said Ralf Baloch, the U.N. refugee agency's representative in the Balkans. "What we are seeing right now ... it's just the tip of the iceberg."

While over a half-million people have crossed the Mediterranean to Europe this year, more than double the figure for all of 2014, that is only a fraction of the people

who are on the move. Some 4 million have fled Syria after more than four years of civil war, and 8 million have been displaced inside the country. And it's not just Syrians. It's Iraqis and Iranians, Afghans and Eritreans.

The EU acknowledged the scale of the problem last week, even after it approved a plan to toughen border controls and provide at least \$1.1 billion to help Turkey, Lebanon and Jordan care for refugees living in their countries. The first new border measures won't take effect until November, and a proposal for strengthening the EU border agency is due in December.

"Recently, I visited refugee camps in Turkey and Jordan and I heard only one message — we are determined to get to Europe," European Council President Donald Tusk said after the agreement was announced. "It is clear that the greatest tide of refugees and migrants is yet to come."

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The City of Harrisonburg, Virginia Public Service Announcement
NOTICE OF PUBLIC HEARING
The City of Harrisonburg will hold a public hearing on October 27, 2015 at 7:00 p.m. in City Council Chambers, 609 South Main Street to consider the following:
Public hearing to consider resolution for VDOT's Transportation Alternatives Program (TAP) for Safe Routes to School - Spotswood Elementary School project.
The TAP program is a reimbursement program administered by VDOT that may be used for projects that meet certain criteria for enhancing surface transportation. The program requires a 20% minimum match by the locality.
The grant application includes sidewalk to be constructed on the east side of Reservoir Street between Hawkins Street and Kenmore Street, and a Rectangular Rapid Flash Beacon (RRFB) crosswalk with push-button actuation to be installed at the intersection of Norwood Street.
All persons interested will have an opportunity to express their views at this public hearing. Any individuals requiring auxiliary aids, including signers, in connection with the public hearing shall notify the City Manager at least five (5) days prior to the date of the meeting.
CITY OF HARRISONBURG
Kurt D. Hogden
City Manager

Attachment I

Resolution from Project Sponsor

RESOLUTION OF SUPPORT
Application for Virginia Department of Transportation
Transportation Alternatives Program Grant for
Safe Routes to School – Spotswood Elementary School Project

WHEREAS, in accordance with the Commonwealth Transportation Board construction allocation procedures, it is necessary that a request by resolution be received from the sponsoring jurisdiction in order that the Virginia Department of Transportation establish a project under Moving Ahead for Progress in the 21st Century Act (MAP-21)'s Transportation Alternatives Program (TAP) in the City of Harrisonburg; and

WHEREAS, The City of Harrisonburg recognizes the health and safety of our children is a concern to the citizens of Harrisonburg;

WHEREAS; being able to walk to school along safe routes to schools offers an opportunity to build healthful physical activity into daily routine and arrive at school ready to learn;

WHEREAS; safe routes to schools can contribute to a positive connection between schools and neighborhoods by creating beneficial interaction between children and adults;

WHEREAS, the Spotswood Elementary School project will include sidewalk to be constructed on the east side of Reservoir Street between Hawkins Street and Kenmore Street, and a Rectangular Rapid Flash Beacon (RRFB) crosswalk with push-button actuation to be installed at the intersection of Norwood Street;

NOW, THEREFORE BE IT RESOLVED, that the City of Harrisonburg requests the Commonwealth Transportation Board to establish a project for the improvement of the Safe Routes to School – Spotswood Elementary School Project;

BE IT FURTHER RESOLVED, that the City of Harrisonburg hereby agrees to provide a minimum 20 percent of the total cost for planning and design, right of way, and construction of this project;

BE IT FURTHER RESOLVED, that the City of Harrisonburg hereby agrees to enter into an agreement with the Virginia Department of Transportation to provide oversight that ensures the project is developed in accordance with all state and federal requirements for design, right of way acquisition, and construction of a federally funded transportation project;

BE IT FURTHER RESOLVED, that the City of Harrisonburg will be responsible for maintenance, upkeep and operating costs of any facility constructed with Enhancement Program funds.

BE IT FURTHER RESOLVED, that if the City of Harrisonburg subsequently elects to cancel this project the City of Harrisonburg hereby agrees to reimburse the Virginia Department of Transportation for the total amount of costs expended by the Department through the date the Department is notified of such cancellation. The City of Harrisonburg also agrees to repay any funds previously reimbursed that are later deemed ineligible by the Federal Highway Administration.

Adopted this, the 27 day of October 2015.

Mayor Chris Jones

Attest:

Erica Kann, City Clerk

Attachment J
MPO Endorsement

A Resolution of the Harrisonburg Rockingham Metropolitan Planning Organization

in Support of the Safe Routes to School – Spotswood Elementary School Project

WHEREAS, the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) has the responsibility under the provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, MAP-21's Transportation Alternatives Program (TAP), provides funding for programs and projects defined as transportation alternatives, including pedestrian and bicycle facilities, infrastructure projects for improving access to public transportation and enhanced mobility, and safe routes to school projects; and

WHEREAS, the City of Harrisonburg intends to submit the a grant application for the Safe Routes to School – Spotswood Elementary School Project' located within the HRMPO Planning Area, for consideration for funding under TAP; and

WHEREAS, the health and safety of our children is of highest concern to the citizens of the HRMPO region and being able to walk or bike to school along safe routes to schools offers an opportunity to build healthful physical activity into daily routine and arrive at school ready to learn

WHEREAS, the TAP program requires a Resolution of Support from the MPO for any projects located within the MPO's Planning Area

WHEREAS, the HRMPO Policy Board understands this project to include the construction of new sidewalks on the east side of Reservoir Street between Kenmore Street to Hawkins Street, and installation of rectangular rapid flash beacons (RRFBs) and crosswalks at the intersection of Reservoir Street and Norwood Street to make it safer for students to cross to and from the neighborhood to the school; and



THEREFORE, BE IT RESOLVED BY THE HARRISONBURG - ROCKINGHAM MPO POLICY BOARD that it does hereby support, on this the 15th day of October 2015, the Safe Routes to School – Spotswood Elementary School Project as described for funding under TAP.

ATTEST:

Handwritten signature of Rick Chandler in cursive script.

Mr. Rick Chandler
Chairman
Harrisonburg-Rockingham MPO
Policy Board

Handwritten signature of Bonnie Riedesel in cursive script.

Ms. Bonnie Riedesel
Secretary-Treasurer
Harrisonburg-Rockingham MPO

Attachment K

Letter of Support from School Division

SPOTSWOOD ELEMENTARY SCHOOL

Joy S. Blosser
Principal



Sal Romero
Assistant Principal

October 7, 2015

To Whom it May Concern;

It is with great pleasure that I give my support for the Transportation Alternatives Program funding opportunity for Spotswood Elementary School.

Walking or biking to school helps our students get a head start on being active for 60 minutes each day. By getting our students moving, we can help ensure they will live full and healthy lives and therefore increase their capacity to learn. That is why we are encouraged by the possibility of this new side walk and Rectangular Rapid Flash Beacon cross walk that will provide the needed connection for the students that live the closest to our school.

Thank you for the consideration for funding for Spotswood Elementary School.

Sincerely,

A handwritten signature in cursive script that reads 'Joy S Blosser'.

Joy Blosser
Principal, Spotswood Elementary School
400 Mountain View Dr, Harrisonburg, VA 22801
(540) 434-3429